

APPROVED

FY2015 Operating & Capital Budget

& 5 Year Capital Improvement Plan





GOVERNMENT FINANCE OFFICERS ASSOCIATION

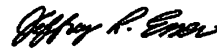
*Distinguished
Budget Presentation
Award*

PRESENTED TO

**Capital Metropolitan Transportation Authority
Texas**

For the Fiscal Year Beginning

October 1, 2013

A handwritten signature in cursive script, appearing to read "Jeffrey R. Emsw".

Executive Director

This award is valid for the period of one year and represents the FY2014 Budget.



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Comments regarding any of the information contained in this document may be addressed to:

Executive Vice President, Chief Financial Officer
Capital Metropolitan Transportation Authority
2910 E. Fifth St.
Austin, TX 78702



To the Citizens of the Capital Metro Service Area:

On behalf of the Capital Metro board of directors, I am pleased to submit Capital Metro's approved budget for Fiscal Year 2015. This budget reflects the agency's forward-thinking strategic goals, significant policy decisions and solid financial plans made by Capital Metro's board. This document serves as the official record of the Fiscal Year 2015 budget for the board of directors, City of Austin, State of Texas and the residents of Central Texas.

Because of our financial discipline and strategic planning efforts, Capital Metro will be able to continue to provide high quality and efficient transportation service that positively impacts the region. Capital Metro is projecting continued growth in sales tax and fare revenue and most other revenues as a result of the improved economy and the first phase of fare restructuring implemented in 2014.

The Fiscal Year 2015 budget effectively balances fiscal responsibility with crucial investments in quality infrastructure. Capital Metro proposes to spend \$222.8 million on operating expenses plus \$4.6 million for long-term commitments and \$12.8 million for interlocal agreements. The agency also plans to invest \$81.9 million in capital projects benefiting the region.

Capital Metro has once again developed a balanced budget that maintains comparable bus and rail service, for a total of \$322.1 million. This budget includes a five-year capital improvement plan, which has been estimated at \$285.2 million through FY2019. The approved budget reflects a fund balance of \$59.2 million, which exceeds the level set forth by the Texas Legislature of at least two months of operating expenses.

Our accomplishments, as well as our commitment to transparency and accountability, demonstrate that Capital Metro is one of the most fiscally responsible and financially sound transit agencies in the country. We continue to prove this every day by providing exceptional transit service throughout the growing Central Texas region and planning sustainable transportation solutions for the future.

Capital Metro's Vision and Goal

Capital Metro's vision is to transform the daily lives of Central Texans by providing a robust, sustainable transportation network. As the regional public transportation provider for Central Texas, we strive to live that vision every day, giving residents and visitors the best possible transit options available to match their busy everyday lives. Capital Metro's services connect people with jobs, schools, appointments, restaurants, shops, events and many other destinations. Our goal is to make transit easy, reliable and affordable. We place a high value on providing excellent, safe and friendly service, a first-rate rider experience and transit choices people want the most.

Fiscal Year 2014 Accomplishments

Fiscal Year 2014 was a busy and successful year for Capital Metro. Here are some of the highlights:

- Launched MetroRapid bus rapid transit service, resulting in more convenient and frequent service along two of Austin's busiest corridors.
- Continued our leadership role on Project Connect: Central Corridor study to plan for long term, high-capacity transportation options in Central Texas.

- Received a \$50 million grant award from TxDOT to purchase four new rail cars and construct a larger, permanent rail station downtown.
- Executed the TIGER V agreement for \$11.3 million in federal grant funding for rail system improvements.
- Developed and launched an innovative mobile app for ticketing, trip planning and real-time arrival information.
- Led efforts on Project Connect: North Corridor study to develop an integrated transportation plan for this high-growth area.
- Quadrupled the number of MetroRail trips taken since service began in 2010.
- Continued our Transit Oriented Development efforts near MetroRail stations by selecting a final proposal for the redevelopment of the Plaza Saltillo tract.
- Worked in partnership with the City of Austin Public Works Department to improve accessibility and connectivity at more than 350 bus stops.
- Opened six additional MetroBike shelters at MetroRail stations, Transit Centers, and Park & Ride locations, funded by a \$554,000 federal grant.
- Honored, along with the City of Austin, with the 2013 Innovative Transportation Solutions Award by the Women's Transportation Seminar International – Heart of Texas Chapter.
- Added the latest-technology Wi-Fi—a 4G LTE cellular network—to all MetroRail cars and MetroRapid vehicles.
- Completed the installation of ten new prototype bus stop shelters at select stops.
- Completed the relocation of the Transit Store, Accessibility Assessment Center and Customer Service Center to 9th Street & Lavaca downtown.
- Won the American Institute of Architects – Austin Chapter Design Award for the MetroRapid Shelters.
- Won the CEO Cancer Gold Standard Award for our commitment to a healthy workplace.
- Won the “Best in Texas–Mobile/Wireless Project” award for the mobile app from the Center for Digital Government.
- Won the Texas Comptroller’s Gold Leadership Circle award for financial transparency—our fourth in a row.

Fiscal Year 2015 Planned Projects

During the coming year, we will advance a number of other projects and initiatives to proactively accommodate the region’s growing transit needs, including:

- Continue our leadership role with Project Connect to make the high-capacity transit vision for Central Texas a reality.
- Initiate the design and construction for MetroRail infrastructure improvements, and award the contract for the purchase of four new rail cars, related to the \$11.3 million TIGER V and \$50 million TxDOT grants.
- Implement additional MetroRapid system improvements utilizing the remaining funding from the \$38 million federal grant.
- Complete the new Oak Hill Park & Ride.
- Expand parking at the Lakeline and Howard MetroRail Park & Ride facilities.
- Update Service Plan 2020.
- Continue bus stop and station improvements to ensure accessibility.
- Continue implementation of a new fare collection system.
- Continue installation of three-position bike racks on MetroBus vehicles.



- Complete installation of Global Positioning System (GPS) equipment on all MetroBus vehicles to provide real-time information on smart devices and our website.
- Complete construction of a new MetroBike shelter at the Leander MetroRail Park & Ride.
- Continue our Transit-Oriented Development efforts near MetroRail stations and park & rides, which have generated more than \$153 million in private development to date, with another \$1 billion in current or planned development.

All of us at Capital Metro look forward to implementing these innovative new projects and initiatives, and continuing our efforts to provide the highest quality transportation service in Central Texas. Please let us know how we are doing.

Sincerely,
Linda S. Watson
President/CEO



Organization of the Budget Document

This document is the approved annual budget for Capital Metropolitan Transportation Authority (Capital Metro) for the period October 1, 2014-September 30, 2015. A budget is a formal plan of action, expressed in monetary terms, for a specified period of time. This document details Capital Metro’s plan for fiscal year (FY) 2015.

Major Sections of the Budget Document

Capital Metro’s budget document is divided into five sections: Introduction, Financial Policies, Financial and Budget Summary, Department Operating Budgets and Appendices. Each section contains information related to the budget process for the approved budget. An index is included for ease of reference.

Introduction.....6

This section provides an overview of Capital Metro’s mission, history, infrastructure, service area, descriptions of each type of service and long range strategic goals. A listing of positions by department and a company organizational chart is also included. The business planning and budgeting processes as well as various assumptions used in developing the budget are discussed in this section.

Financial Policies.....24

Grouped in this section are various policies that guide the decisions of Capital Metro.

Financial and Budget Summary.....34

This section of the budget document includes a summary of the annual budget, financial highlights, and detailed information including service levels for each type of service Capital Metro provides. This section also includes financial statements and explains factors affecting revenues, expenses and the capital budget.

Department Operating Budgets.....56

The operating budget is presented as a whole and by individual departmental overviews. Each departmental section contains a definition of that department’s functions and responsibilities as well as a table of anticipated expenses.

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Appendix B–Long Range Financial PlanB-1



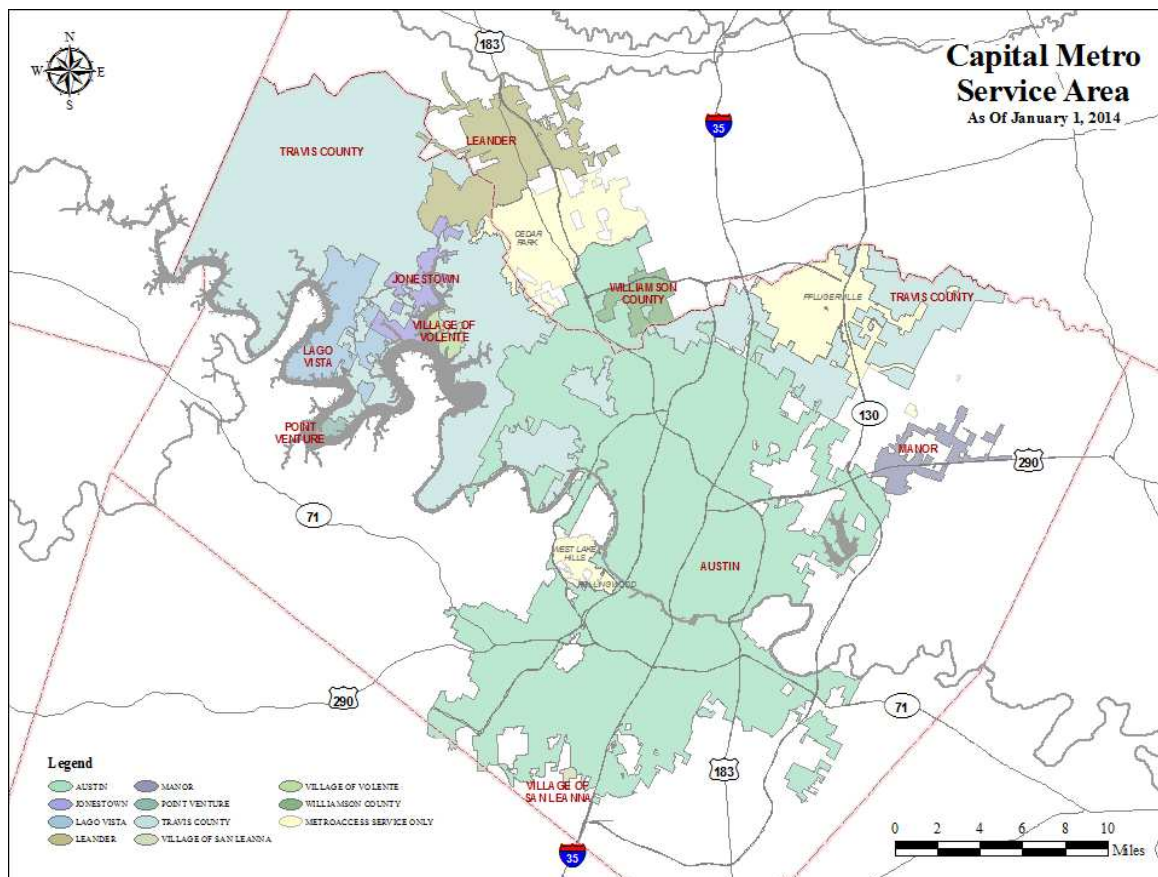
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History

Capital Metropolitan Transportation Authority is the regional public transportation leader for Central Texas. Capital Metro was created in 1985 in accordance with Chapter 451 of the Texas Transportation Code. Capital Metro was established by a voter referendum on January 19, 1985, to provide mass transportation service to the greater Austin metropolitan area. Operations commenced on July 1, 1985. Capital Metro is funded in part by a one percent (1%) sales tax. Capital Metro voluntarily reduced the sales tax to three-quarters of one percent (0.75%) sales tax in the early 1990s. This amount remained in effect until October 1, 1995, when it was increased to a one percent (1%) sales tax.

Service Area Member Cities and Communities

Nine areas initially voted to participate in the Authority, including the cities of Austin, West Lake Hills, Rollingwood, San Leanna, Cedar Park, Leander, Lago Vista, Pflugerville, and the Anderson Mill area of Williamson County. Since that time, Precinct Two of Travis County and the suburban cities of Jonestown and Manor have voted to join the service area. Residents of West Lake Hills, Rollingwood, Cedar Park and Pflugerville voted to withdraw from the Capital Metro service area. During FY2004, service area member jurisdictions Volente and Point Venture went from being unincorporated to incorporated. Service area communities participate in the one percent (1%) sales tax for funding support and participation with Capital Metro. The Capital Metro service area extends across approximately 534 square miles and includes nearly one million residents. The following map illustrates the Capital Metro service area.





Community Information and Capital Metro Involvement

Capital Metro is invested in the Central Texas community. The Authority has adopted a Community Involvement Policy to guide its efforts to meaningfully engage our community in agency decisions. Capital Metro also works with two board-appointed citizen advisory committees that provide recommendations and feedback on planning, operations and services: the Customer Satisfaction Advisory Committee (CSAC) and the Access Advisory Committee (AAC). In addition, the agency is a partner in dozens of stakeholder organizations throughout the region to ensure that their voices are considered in agency decisions.

Capital Metro partners with many nonprofit, cultural, and social service organizations serving our community. For several years, Capital Metro has supported the Ending Chronic Homeless Organization by providing transit passes as program incentives for the annual homeless census. The agency provides discounts to nonprofit groups wanting to make use of transit advertising for public service announcements. Each month, Capital Metro staff works with CARITAS to acclimate recently-arrived refugees to our transit system, and the agency partners with the Austin Poetry Society to display poetry inside buses as part of a project called Art in Motion. This year, Capital Metro also began a new partnership with the O'Henry Museum on a promotion to advertise the museum on MetroRail trains and encourage riders to download a new O'Henry short story free each month. Recently, the agency established a partnership with the Capital Area Food Bank and Whole Foods called Stuff the Bus, which over the past two years has raised funds and collected food equivalent to tens of thousands of meals for our neighbors in need. Capital Metro has also invested significantly in a partnership with One Voice Central Texas and the Austin Community Foundation to establish the Basic Transportation Needs Fund, which works to ensure that all our low-income, transit-dependent neighbors have access to transportation. The Fund has awarded tens of thousands of free and deeply discounted transit passes to organizations serving those in need in our community.

Through its Discount Pass Program, the Authority provides transit passes at a discount for social service agencies to distribute as needed to their clients. The Authority has augmented this effort through investment in the Basic Transportation Needs Fund to ensure that low-income, transit-dependent populations have access to transportation.

Capital Metro supports emergency response operations within the service area when requested, by sending buses to be used as temporary shelters during floods, fires and other emergencies. In addition, when temperatures fall below 32 degrees, Capital Metro sends "cold weather buses" as a haven for the homeless, transporting them to local emergency shelters for the night in cooperation with the City of Austin Office of Emergency Management.

Project Connect

The Central Texas region is one of the fastest growing areas in the country, and mobility and traffic congestion remain top concerns. According to the Capital Area Metropolitan Planning Organization (CAMPO) 2035 Regional Transportation Plan, total population in the five-county Central Texas region is projected to almost double from 2010 to 2035, growing from 1.7 million to more than 3.2 million. The number of area jobs is also projected to nearly double from 885,803 to 1,642,800 by 2035. In 2035, the region can expect 1,000 new cars per week on area roadways.

Capital Metro, the City of Austin, CAMPO and Lone Star Rail have formed a partnership called Project Connect to improve mobility throughout the region. The Project Connect partners have developed a vision of regional high-capacity transit that will connect the growing communities within Central Texas. Learn more at connectcentraltexas.com.



Benefits of Public Transportation

Saves Money:

Riding transit is an affordable option. According to the American Public Transportation Association's March 2014 Transit Saving Report, a two-person household can save, on average, over \$10,100 a year by downsizing to one car and using public transportation instead. Capital Metro has some of the lowest fares in the nation.

Protects the Environment and Improves Air Quality:

Switching to riding public transportation is one of the most effective actions individuals can take to reduce their carbon footprints. Car transportation alone accounts for nearly half of the carbon footprint of a typical American family with two cars; it is by far the largest source of household emissions and, as such, the largest target for potential reductions. The average passenger car in the U.S. produces just under one pound of carbon dioxide per mile traveled. If just one driver per household switched to taking public transportation for a daily commute of 10 miles each way, it would save 4,627 pounds of carbon dioxide per household per year—a significant reduction in the annual carbon footprint of a typical American household.

Improves Our Health:

Riding Capital Metro is also a healthy choice. Studies have shown that regular transit riders tend to be healthier because of the exercise they get walking to and from bus stops, train stations and their homes or offices. Compared to car travel, traveling by bus carries 23 times less risk of fatal injury and five times less risk of non-fatal injury. Additionally, those who drive less frequently also tend to have lower levels of stress. Reduced stress levels have health benefits such as a decreased risk of cardiovascular disease and improved mental health. Riding transit increases the opportunity for social connections. Stronger social networks within a community have been shown to have positive correlations with physical and mental well-being.

Manages Traffic Congestion:

According to Texas A&M's Texas Transportation Institute (TTI), Austin ranked first in travel-time delay for medium-sized cities with an index of 1.32, meaning peak-hour travel takes an average of 32% longer than free-flow travel, particularly on IH-35 and Loop-1 (MOPAC). Drivers in the region are wasting millions of hours annually stuck in traffic.

Transit agencies play an important role in reducing congestion by providing transportation alternatives and supporting land use patterns that reduce vehicle travel. Based on the most recent TTI report on congestion, public transportation saved travelers 541 million hours in travel time and 340 million gallons of fuel. During rush hour, a full 40-foot bus takes 35 cars off the road; a full train takes more than 100 cars off the road.



Governance

Capital Metro is governed by an eight-member board of directors (board) that has governance responsibilities over all activities related to Capital Metro. The 2009 Texas Legislature changed the composition of the Capital Metro board as shown here:

- ◆ Three members appointed by the Capital Area Metropolitan Planning Organization (CAMPO), of whom
 - One must be an elected official
 - One must have at least 10 years of experience as a financial or accounting professional
 - One must have at least 10 years of experience in an executive-level position
- ◆ Two members appointed by the City of Austin, of whom
 - One must be an elected official
- ◆ One member appointed by Travis County
- ◆ One member appointed by Williamson County
- ◆ One member, who must be an elected official, appointed by all small city mayors (excludes City of Austin)
- ◆ Allows CAMPO to appoint two additional members once the population of the City of Austin is less than 65% of the total service area population.
- ◆ Requires two of the three CAMPO representatives to be qualified voters residing in Austin
- ◆ Requires the two county representatives to work in the service area but within the county that appointed them, or be qualified voters within the county that appointed them
- ◆ Specified that future terms are three years long and staggered

<u>BOARD MEMBER</u>	<u>APPOINTING BODY</u>	<u>TERM EXPIRES</u>
Mike Martinez, Chair	Capital Area Metropolitan Planning Organization	June 1, 2016
Chris Riley, Vice Chair	City of Austin	June 1, 2016
Ann Stafford, Secretary	City of Austin	June 1, 2016
Beverly S. Silas	Travis County	June 1, 2015
Wade Cooper	Capital Area Metropolitan Planning Organization	June 1, 2017
Terry Mitchell	Capital Area Metropolitan Planning Organization	June 1, 2016
Juli Word	Williamson County	June 1, 2017
David Siebold	Small Cities	June 1, 2015



Management

Capital Metro's executive leadership team provides diverse experience and skills to lead the organization into the future.

Executive Leadership Team	Name
President/Chief Executive Officer	Linda S. Watson
Deputy Chief Executive Officer, Chief Operating Officer	Elaine Timbes
Executive Vice President, Chief Financial Officer	Leslie Browder, CPA
Chief Counsel	Kerri Butcher
Senior Vice President, Chief of Staff	Gerardo Castillo
Vice President, Administration and Risk Management Compliance Officer	Donna Simmons
Vice President, Bus and Paratransit Services	Dottie Watkins
Vice President, Capital Projects	Kenneth Cartwright
Vice President, Chief Information Officer	Joe Iannello
Vice President, Internal Audit	Caroline Beyer, CPA, CISA
Vice President, Marketing and Communications	Dan Dawson
Vice President, Rail Operations	Melvin Clark
Vice President, Real Estate and Asset Management	John Hodges
Vice President, Strategic Planning and Development	Todd Hemingson, AICP



System Facility Characteristics

Since Capital Metro's inception in 1985, the focus of the capital improvement program has primarily been on the replacement of buses, garage facilities, amenities and Park & Ride facilities. In 1986, the current Capital Metro headquarters was completed, which includes 140,000 square feet in garage facilities and houses the administrative staff in the main building.

Capital Metro Facilities

Capital Metro Headquarters
2910 E. Fifth St.
Austin, Texas 78702
Administration: 30,000 square feet, 1986
Maintenance: 140,000 square feet, 1986

Transit Store and MetroAccess Eligibility
209 W. Ninth St.
Austin, TX 78701
13,881 square feet, 2013

MetroAccess Services Facility
509 Thompson Lane
Austin, Texas 78742
19,738 square feet, 2000

Capital Metro Administrative Annex/Child Care Facility
624 Pleasant Valley
Austin, Texas 78702
25,500 square feet, 2006

North Operations Facility
9315 McNeil Road
Austin, Texas 78758
137,377 square feet, 2008



Transportation and Transit Centers

Seventh Street/Pleasant Valley Neighborhood Transit Center
Twelfth Street/Chicon Neighborhood Transit Center
Austin Community College/Riverside Transit Center
Highland Mall Neighborhood Transit Center
North Lamar Transit Center
Rogge/Manor Neighborhood Transit Center
Rundberg/Lamar Neighborhood Transit Center
South Congress Transit Center
Woodward/Parker Neighborhood Transit Center

Park & Ride Facilities

Austin

Great Hills Park & Ride
Harris Branch Southeast Park & Ride
Howard Station
Lakeline Station
Oak Hill Park & Ride
Pavilion Park & Ride
Tech Ridge Park & Ride
Triangle Park & Ride

Jonestown

Jonestown Park & Ride

Lago Vista

Lago Vista Park & Ride

Leander

Leander Station

Manor

Manor Park & Ride



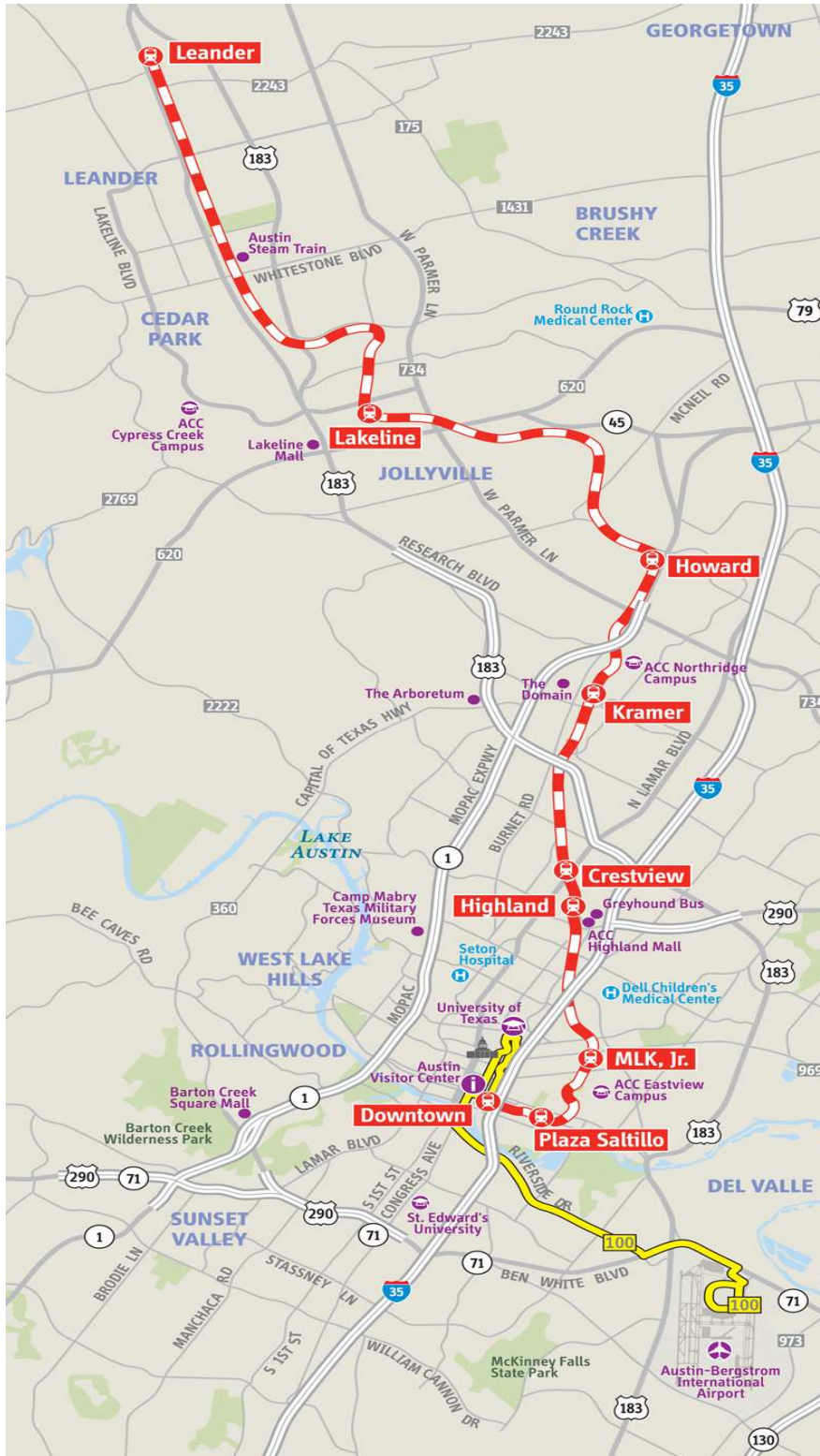
Rail Stations

Leander Station and Park & Ride
Lakeline Station and Park & Ride
Howard Station and Park & Ride
Kramer Station
Crestview Station
Highland Station
MLK, Jr. Station
Plaza Saltillo Station
Downtown Station

Fleet Description

Buses: 360
MetroRapid: 40
Paratransit Vans: 66
Paratransit Sedans: 43
Rail vehicles: 6

MetroRail Red Line Service Map



Business Planning and Budget Process

Overview

Chapter 451 of the Texas Transportation Code mandates that Capital Metro's board of directors adopt an annual operating and capital budget of all major expenditures by type and amount. The budget must be adopted before the beginning of each fiscal year and before Capital Metro conducts any business in the new fiscal year. Capital Metro's fiscal year begins on October 1.

Capital Metro's governing legislation further provides that the Board of directors shall hold a public hearing on the approved operating budget prior to its adoption and shall, at least fourteen days before the date of the hearing, make the approved budget available to the public. After adoption, the Board may subsequently amend the budget after public notice and hearing. The budget is amended if operating expenditures exceed the budgeted amount.

Business and Service Planning Linked to Strategic Goals

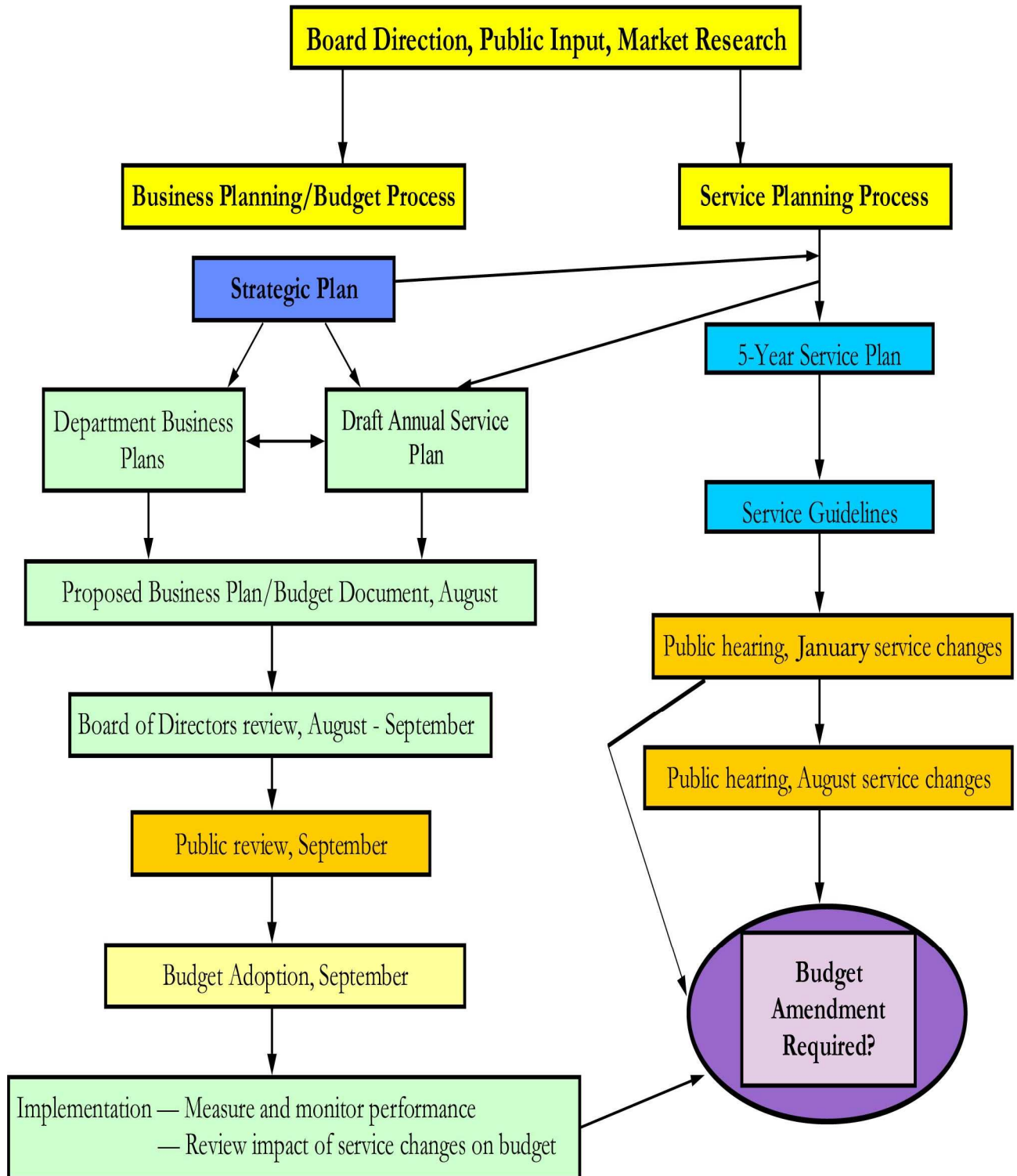
The strategic planning process begins when the Board of directors and management meet to review and discuss Capital Metro's long-range vision and organizational mission and goals.

The Board of directors and the management team worked together to develop the FY2014-2019 Strategic Plan with the aim of focusing on four strategic goals:

- ◆ Deliver the Best Possible Customer Experience
- ◆ Demonstrate Regional Leadership
- ◆ Demonstrate the Value of Public Transportation in a Dynamic Community
- ◆ Continue to Improve Organizational Practices and Develop Staff

Annual service levels are developed based on the strategic objectives and goals. Each department develops a business plan and a budget that supports the service levels and the objectives in the strategic plan. The process, including periodic service changes, is outlined in the flow chart on the following page.

The board of directors receives semiannual reports on the status of the strategic plan and the progress of the strategic initiatives within the plan.





Annual Calendar	Month
Board of directors provides strategic direction for the coming year	January
Management team develops objectives and strategies to achieve organizational goals	February
Budget development begins	February
Department managers develop business plans that support achievement of objectives	April
Board of directors reviews strategic plan	May
Board of directors reviews proposed budget Staff provides budget update to the Access Advisory Committee Staff provides budget update to Customer Satisfaction Advisory Committee Staff holds meetings with stakeholders	August
Proposed budget book is posted online for public review (14-day requirement)	Late August
Staff holds budget open house for public input	Early September
Board of directors holds public hearing on proposed budget	Mid-September
Board of directors scheduled to adopt budget	Late September
Approved budget document is issued	October



Basis of Budget and Basis of Accounting

Capital Metro has one fund and uses the proprietary fund system. Proprietary funds are used to account for operations that: (a) are financed and operated in a similar manner to private business where the intent of the governing body is that the costs of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges; or (b) where the governing body has decided that periodic determination of revenues earned, expenses incurred, and/or net income is appropriate for capital maintenance, public policy, management control, accountability or other purposes.

As a proprietary fund, the budget is prepared on a full-accrual basis of accounting. This means that expenses are recognized as they are incurred and revenues are recognized when they are earned. Accounting records and financial statements are developed and maintained in accordance with generally accepted accounting principles (GAAP).

To prepare the budget, Capital Metro uses a zero-based budgeting concept. Each year expenses must be justified to the executive vice president, chief financial officer, executive team and budget staff. Revenue projections are developed based on service levels and ridership estimates. Estimated expenses are balanced to projected revenues, including fund balance.

Budget Assumptions

Service Area

It is assumed that the service area will sustain minimal changes.

Sales Tax Rate

The sales tax rate is anticipated to remain at one percent (1%).

Service Levels

It is assumed that bus service and rail hours and miles traveled will be funded at budgeted levels. Further details are available on pages 45 and 46.

Staffing Levels

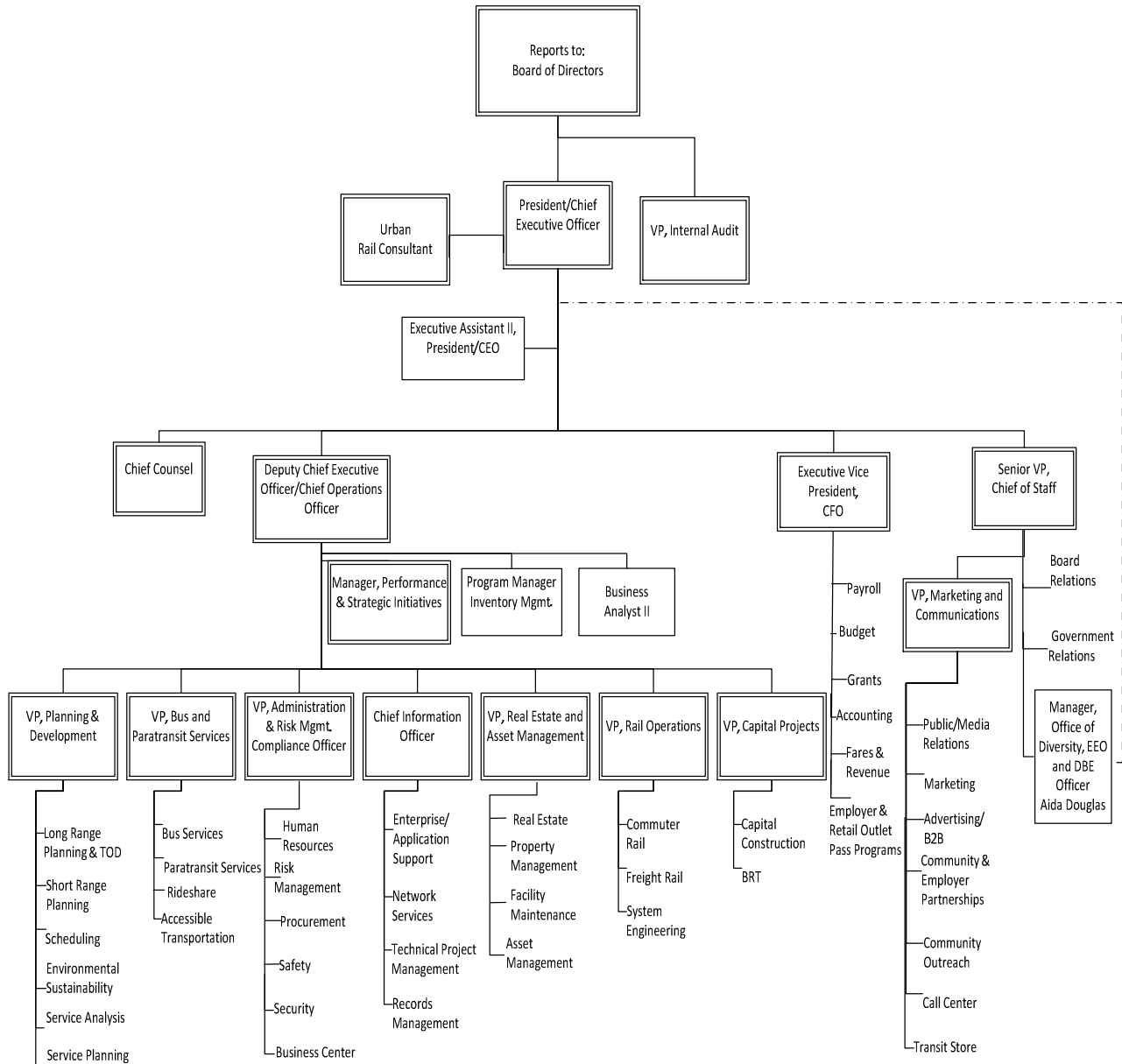
The Full Time Equivalent (FTE) Staffing Chart on the following page shows the staffing levels by department. Staffing levels will increase by 5.5 FTEs in FY2015 due to organizational needs.



Capital Metro Full Time Equivalent Staffing Chart

Dept #	Department	FY2013 FTE Actuals	FY2014 FTE Budget	FY2014 Changes	FY2015 Approved Change Requests	FY2015 FTE Budget	FY2015 vs. FY2014 Variance	FY2015 Changes in FTEs
102	Wellness	0.0	0.0			0.0	0.0	
103	Child Care Center	0.0	0.0			0.0	0.0	
105	Business Center	0.0	0.0			0.0	0.0	
110	Executive Staff	4.0	3.0			3.0	0.0	
115	Communications	4.8	4.8	0.2		5.0	0.2	Converted 2 part-time interns to 1 full-time specialist in 2014.
118	Government Affairs & Office of Diversity	1.0	4.0			4.0	0.0	
120	Board of Directors Support	2.5	2.5			2.5	0.0	
125	Internal Audit	3.0	3.0			3.0	0.0	
130	Strategic Operations Management and Administration	4.0	4.0	1.0		5.0	1.0	Transferred in 1 FTE from RideShare program (Dept. 275).
135	Strategic Management	0.0	0.0			0.0	0.0	
140	Safety	1.0	0.0			0.0	0.0	
141	Security	26.0	26.0			26.0	0.0	
150	Legal	3.5	3.5			3.5	0.0	
160	Labor Transition	0.0	0.0			0.0	0.0	
220	Finance	20.9	20.9	1.4		22.3	1.4	Eliminated 0.65 financial consultant, added 1 treasury clerk and 1 financial analyst in 2014.
230	Information Technology	33.0	37.0	1.5		38.5	1.5	Added 1 temporary FTE for enterprise resource planning system, converted 0.5 intern to 1 full-time temporary FTE for systems support in 2014.
250	Procurement	13.0	14.0			14.0	0.0	
275	RideShare	3.0	3.0	-2.0		1.0	-2.0	Transferred 1 FTE to Strategic Operations Management (Dept. 130) and 1 FTE to Real Estate Asset Management (Dept. 540) in 2014.
320	Planning and Development	25.0	26.0		1.0	27.0	1.0	Add 1 project controls FTE in 2015.
330	Marketing (1)	11.0	13.0	1.0		14.0	1.0	Transferred in 1 FTE from Community Involvement
331	Community Involvement	7.0	7.0	-1.0	0.5	6.5	-0.5	Add 0.5 administrative FTE in 2015. Transferred 1 FTE to marketing in 2014.
332	Customer Service	25.5	25.6			25.6	0.0	
340	Human Resources	12.0	11.0	1.0		12.0	1.0	1 temporary FTE hired in 2014 to support enterprise resource planning system.
420	Risk Management and Safety	6.0	6.0	-1.0	1.0	6.0	0.0	Add 1 administrative FTE in 2015. Eliminate 1 FTE inadvertently added to staffing chart in 2014.
457	Public Facilities	12.0	12.0		1.0	13.0	1.0	Add 1 facility installer in 2015.
530	Capital Projects	7.0	7.0	1.0		8.0	1.0	Add 1 FTE inadvertently omitted from staffing chart in 2014.
540	Real Estate and Asset Management	10.0	10.0	1.0	1.0	12.0	2.0	Transferred in 1 FTE from RideShare program (Dept. 275) in 2014. Add 1 managerial FTE in 2015 to be filled at vice president or director level after further review.
542	Freight Rail	1.0	1.0			1.0	0.0	
544	Commuter Rail	7.0	7.0	1.5		8.5	1.5	Added 1 temporary operations analyst and 0.5 intern in 2014.
560	Transit Oriented Development	0.0	0.0			0.0	0.0	
600	Bus and Paratransit Contract Operations	12.0	13.0	1.0		14.0	1.0	Added 1 project manager in 2014.
610	Bus Contract Operations	5.0	5.0			5.0	0.0	
620	Paratransit Contract Operations	3.0	3.0			3.0	0.0	
630	Paratransit Administration	14.0	3.0			3.0	0.0	
640	Paratransit Control Center (IUE)	25.0	29.0			29.0	0.0	
650	Paratransit Eligibility	0.0	8.0		1.0	9.0	1.0	Add 1 eligibility support specialist in 2015.
950	Rail Safety Education	0.0	0.5			0.5	0.0	Added 0.5 intern FTE in 2014
	Total FTEs	302.2	312.8	6.5	5.50	324.8	12.0	

FY2015 Organizational Chart





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2014-2019 Strategic Plan Overview				
Vision	Capital Metro is transforming the daily lives of Central Texans by providing a robust, sustainable transportation network.			
Mission	Capital Metro connects people, jobs and communities by providing quality transportation choices.			
Goal Areas	Customer	Leadership	Community Value	Organization
Goal Statements	1. Deliver the best possible customer experience: Foster a culture of continuous improvement that results in satisfied customers.	2. Demonstrate regional leadership: Be the trusted partner in regional and policy planning and the leader in public transit.	3. Demonstrate the value of public transportation in a dynamic community.	4. Continue to improve organizational practices and develop staff. Exhibit good stewardship of public funds through the efficient use of available resources, and by instituting productive and sustainable business practices that will ensure resources are used responsibly.
Objectives	1.1 Promote a culture of safety: Ensure that safety comes first in design, operation, and maintenance of the system. 1.2 Improve system reliability and convenience: Deliver the service promised at locations, frequencies and hours that meet customer needs. 1.3 Ensure an attractive and accessible transit environment: Provide transit vehicles, facilities and amenities that make using the system a satisfying experience. 1.4 Deliver a customer-friendly experience through our people and systems: Ensure that each customer interaction is helpful and courteous and provide tools and information that allow all customers to easily access our services.	2.1 Lead public transportation and development: Establish the vision and implement a system plan that supports the values and future growth of the region. 2.2 Pursue service expansion opportunities: Partner to implement and support a complete regional transportation system. 2.3 Encourage/promote transit-oriented development: Create and promote healthy communities supported by transit and effective land use planning. 2.4 Generate funding: Increase funding to sustain long- and short-term growth.	3.1 Develop new ridership markets: Strategically communicate the value of transit services to current and emerging markets. 3.2 Develop and deliver key agency messages: Strategically develop, and effectively and actively communicate the agency's value. 3.3 Strengthen community relationships: Build meaningful partnerships with mission and vision. 3.4 Actively engage the communities we serve (employees, citizens, riders, etc.): Utilize community feedback to better inform key agency decisions.	4.1 Strengthen the financial systems of the agency: Strengthen the current financial conditions and put the appropriate systems and controls in place that improve the financial health of the organization. 4.2 Enhance organizational development: Promote Board and staff empowerment by providing relevant training, tools and the technology infrastructure to encourage initiative, career development and support success of organizational goals. 4.3 Strengthen agency – business partnerships: Ensure clear contractual agreements that are fair, measurable and mutually enforceable. Provide opportunities for effective communication between agency and partners. 4.4 Implement sustainability and environmental stewardship best practices: Manage resources to reduce impacts on the environment and operating costs. Provide our community with clean and sustainable transit options, complying to Transit Asset Mgt System MAP21 Guidelines.



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Summary of Financial Policies

Capital Metro is not included in any other governmental “reporting entity” as defined in Section 2100, Codification of Governmental Accounting and Financial Reporting Standards. The appointed members of the board have the authority to make policy decisions, select the president/CEO of Capital Metro and maintain primary accountability for fiscal matters.

Capital Metro’s primary financial goal focuses around providing effective and efficient transportation services and systems to the public using a balanced budget. The financial goals of Capital Metro are to:

- ◆ Operate under a balanced budget.
- ◆ Safeguard and maximize resources.

The following guidance and policies are in place in order to achieve these goals:

- ◆ Capital Metro operates under a balanced budget. Capital Metro’s definition of a balanced budget is in accordance with the Texas Transportation Code, Section 451.103.
- ◆ Capital Metro utilizes the zero-based budgeting concept.
- ◆ Capital assets are recorded at cost and are depreciated over their useful life using the straight-line method.
- ◆ Fixed assets for capitalization and financial reporting purposes are purchased items that have a useful life of more than one year, are of a tangible nature and have a value of \$5,000 or more, net cost, not including trade-ins or any taxes, licenses, etc.
- ◆ Sales tax revenue is accrued on a monthly basis based on information provided by the Texas Comptroller of Public Accounts.
- ◆ Capital Metro funds its capital improvements with sales taxes and grants, primarily from the Federal Transit Administration (FTA). Revenue is recognized when all eligibility requirements have been met. The grantor retains a reversionary interest in the capital asset over the estimated useful life of that asset.

Summary of Debt Policy

Debt: Section 451.352 of the Texas Transportation Code authorizes an authority to issue bonds at any time and for any amounts it considers necessary or appropriate for the acquisition, construction, repair, equipping, improvement or extension of its transit authority system with the following conditions:

1. The board, by resolution, may authorize the issuance of bonds payable solely from revenue.
2. Bonds, any portion of which is payable from taxes, may not be issued until authorized by a majority of the votes received in an election ordered and held for that purpose.

3. Capital Metro's bonds may be sold at a public or private sale as determined by the board to be the more advantageous.
4. The board, by resolution, may issue short-term bonds secured from revenue or taxes received if the debt has a term not exceeding 12 months, and the bond is payable with taxes or other revenue received on or after the date of issuance and before the end of the fiscal year following the fiscal year during which the bonds were issued.
5. Capital Metro may not issue short-term debt (less than 12 months in duration) or bonds secured by the revenue of the Authority to finance the purchase, acquisition, construction, operation, or maintenance of a fixed rail transit system without a voter referendum.
 - Pension Obligation Bonds: Section 451.139 of the Transportation Code gives Capital Metro the authority to issue bonds in the amounts necessary for managing or funding retiree pension benefit obligations for pension plans existing as of January 1, 2011, and that result from the competitive bidding of transit services required by Section 451.137. The use of this bonding authority is strictly limited, and it is the board's policy to use the authority only in a manner that is consistent with the original intent of the law and only at such a time as it can be justified in terms of the long-term financial sustainability of Capital Metro.
 - Contractual Obligations: Chapter 271, subchapter A of the Local Government Code authorizes Capital Metro to execute, perform, and make payments under a contract with any person for the use or the purchase or other acquisition of personal property, or the financing thereof. This provision specifically applies to the purchase or lease of personal property or for financing the acquisition of personal property, such as vehicles. Projects involving purchases of real property or improvements to real property cannot be financed using contractual obligations under state law.
 - The contract must (1) be on the terms considered appropriate by the board, (2) be in the form of a lease, a lease with an option or options to purchase, an installment purchase, or any other form considered appropriate by the board, including that of an instrument which would be required to be approved by the attorney general, provided that contracts in such form must be approved by the attorney general, (3) be for a term approved by the board and contain an option or options to renew or extend the term and (4) be made payable from a pledge of all or any part of any revenues, funds, or taxes available to Capital Metro for its public purposes.
 - Subject only to applicable constitutional restrictions, the board may obligate taxes or revenues for the full term of a contract for the payment of the contract. The contract may be for any term not to exceed 25 years.
 - Lease Financing: Lease obligations may also be considered as appropriate for financing capital. Lease financing should be considered when determined to be more beneficial, either economically or from a policy perspective. Factors to be considered and evaluated include: the useful life of the capital, the terms and conditions of the lease, market convention, and the impact on debt capacity and budget flexibility.



Debt Limits

The primary goal of the board of directors is to minimize the use of debt and to use debt financing prudently when it is utilized. Capital Metro will keep outstanding debt within the limits prescribed by state law and at levels consistent with its creditworthiness objectives. Capital Metro will maintain debt service coverage ratios consistent with the best practices for local government debt issuance. At a minimum, the debt service coverage ratio for financial planning purposes will be set at an average coverage ratio of 2.0x net revenue over annual debt service costs. The debt-to-net-revenue coverage ratio will be calculated and presented to the board annually, and included in Capital Metro's Comprehensive Annual Financial Report.



Current Fare Structure

Fare Type	Local	Local Reduced	Premium	Premium Reduced	Commuter	Commuter Reduced	MetroAccess
Single Ride	\$1.00	\$0.50	\$1.50	\$0.75	\$2.75	\$1.35	\$1.50
Day Pass	\$2.00	\$1.00	\$3.00	\$1.50	\$5.50	\$2.75	None
7-Day Pass	\$9.00	None	\$13.50	None	\$22.00	None	None
31-Day Pass	\$33.00	\$16.50	\$49.50	\$24.75	\$77.00	\$38.50	None

Additional Passes	
MetroAccess 10-Ride Ticket Booklet	\$15.00
MetroAccess Monthly Pass	\$40.00
Stored Value Card (\$20.00 value)	\$20.00
Stored Value Card (\$40.00 value)	\$40.00

Local MetroBus and Rail Connectors

Premium MetroRapid and Flyers

Commuter MetroRail and MetroExpress Bus (Commuter passes are also valid on all Local and Premium services.) All MetroRail tickets will be purchased at the Commuter rate and zones fares will no longer apply. A MetroRail Single Ride ticket is valid only for a one-way trip.

Reduced Fares are available to passengers with a Capital Metro Reduced Fare ID (formerly the Disability Fare Card). Seniors 65 and over, Medicare card holders, and people with disabilities may obtain the ID for \$3.00 from the Capital Metro Transit Store. Students 6-18 with a valid school ID and active and reserve military with a valid ID also qualify for reduced fares.

MetroAccess Monthly Passes are valid for all Local, Premium and Commuter services. Passengers riding Local, Premium or Commuter services with a valid MetroAccess Monthly Pass are required to possess a valid Capital Metro issued MetroAccess ID.

MetroAccess Single Ride and 10-Ride Ticket Booklets are valid only for MetroAccess services. The tickets are not valid for Local, Premium or Commuter services.

Rideshare The Metro RideShare program provides eligible groups of 5-12 people with a month-to-month lease agreement of a 7-8-12 passenger van that includes insurance, maintenance, 24-hour roadside assistance, administrative support and fuel purchasing program. The cost of a Capital Metro RideShare vanpool varies and is based on van selection, commute distance, and number of riders sharing the monthly fare, plus fuel and tolls. Capital Metro provides a monthly subsidy to each group to offset the cost of the month-to-month lease of the van. The Capital Metro subsidy is currently \$600 for groups traveling completely inside the Capital Metro service area and \$550 for trips originating or ending outside the service area.



Fare Structure effective January 2015

Fare Type	Local	Local Reduced	Premium	Premium Reduced	Commuter	Commuter Reduced	MetroAccess
Single Ride	\$1.25	\$0.60	\$1.75	\$0.85	\$3.50	\$1.75	\$1.75
Day Pass	\$2.50	\$1.25	\$3.50	\$1.75	\$7.00	\$3.50	None
7-Day Pass	\$11.25	None	\$16.75	None	\$27.50	None	None
31-Day Pass	\$41.25	\$20.60	\$62.00	\$31.00	\$96.25	\$48.10	None

Additional Passes	
MetroAccess 10-Ride Ticket Booklet	\$17.50
MetroAccess Monthly Pass	\$46.50
Stored Value Card (\$20.00 value)	\$20.00
Stored Value Card (\$40.00 value)	\$40.00

Local MetroBus and Rail Connectors

Premium MetroRapid and Flyers

Commuter MetroRail and MetroExpress Bus (Commuter passes are also valid on all Local and Premium services.) All MetroRail tickets will be purchased at the Commuter rate and zones fares will no longer apply. A MetroRail Single Ride ticket is valid only for a one-way trip.

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Summary of Fare Policy

Purpose

The purpose of this policy is to establish goals, objectives and guidelines to assist the Capital Metro board of directors and staff in making decisions regarding adjustments to fares. All such decisions will also be made in accordance with Capital Metro's enabling legislation, Texas Transportation Code Section 451, as amended, and Federal Transit Administration (FTA) fare requirements including 49 CFR section 609 for reduced fares. When considering increasing or restructuring fares, Capital Metro will conduct a comprehensive review of ways to reduce costs and increase ridership and the corresponding effects on fare box recovery, to minimize the effects of any fare changes on Capital Metro's customers.

Goal

The goal of this fare policy is to support Capital Metro's overall strategic mission to provide quality public transportation choices for our community that meet the needs of our growing region. To accomplish this mission Capital Metro must develop and use its resources in a manner that ensures sustainable business growth.

Fare Policy Review

Capital Metro will review its fare policy and pricing annually with the expectation that fares may be adjusted as necessary to keep pace with the rate of increase in the cost of transit operations. Generally, fare changes will become effective in conjunction with service changes in January or August. Recommendations for fare adjustments will be developed in conjunction with the budget process for the following fiscal year.

Expense Policies

Expenditure Accountability

All invoices are reviewed on multiple levels. Monthly variance reports which provide operational accountability are provided to department directors, the senior executive team, and the board. The capital project budgets and progress are monitored and reported to the department directors, the senior executive team and the board monthly. Capital Metro has an Internal Audit department which reports directly to the board and is an independent source of objective advice. Internal Audit provides assurances on Capital Metro's governance, risk management and control processes to help the organization achieve its strategic, operational and financial and compliance objectives. In addition, Internal Audit is a catalyst for improving effectiveness and efficiency by providing insight and recommendations based on analyses and assessment of data and business processes. Internal Audit also shares "best practices" and suggests ways for reducing costs and enhancing revenues.

Income Taxes

Capital Metro is a political subdivision of the state of Texas and is not subject to income taxation. The Authority's business relationship with its only component unit, StarTran, ended in August, 2012. StarTran will continue as a nonprofit corporation until it is dissolved and does not intend to earn a profit during its association with Capital Metro. For federal income tax purposes, StarTran is required to file the necessary federal income tax returns under a for-profit status, and is therefore subject to income tax on any profit earned during the year."

Procurement

Capital Metro's Procurement department is responsible for purchasing all goods and services required by Capital Metro in accordance with sound public contracting policies and procedures. These policies are designed to provide timely delivery of goods and services, quality customer service, and savings through:

- ◆ Obtaining most competitive market price to meet or exceed agency's needs.
- ◆ Maintaining effective and user-friendly processes and systems.
- ◆ Building strategic partnerships with internal customers.
- ◆ Maintaining a pool of qualified suppliers and obtaining maximum value from supplier relationships.
- ◆ Providing education tools for procurement teams, customers and suppliers.

Procurement Methods

Capital Metro uses a variety of procurement methods. Selecting the correct one is dependent on several factors. One important factor is the estimated price. Small purchases expected to cost less than \$50,000 are purchased via Capital Metro's "small purchases" method of procurement.



Micro Purchases

Purchases under \$3,000 or micro-purchases, including delivery charges, may be accomplished without securing competitive quotations if the prices are considered to be fair and reasonable.

Procurement staff and employees using purchasing cards for micro-purchases are required to equitably distribute the purchase of like goods and services among qualified suppliers.

Micro-purchase procedures may not be used for construction contracts with a value of \$2,000 or more.

Request for Quotes (RFQs)

RFQs are used for all purchases expected to cost between \$3,000 and \$50,000. A brief description of the item needed is provided to vendors, who submit written quotes to Capital Metro by an established deadline.

Capital Metro distributes RFQs to registered vendors through either the Bidwire or Quotewire functionality of DemandStar. Vendors can register with DemandStar and request a free agency-level subscription.

Procurement staff adds supplemental suppliers to the DemandStar broadcast list obtained from the user department's source lists, internet, phone books, industrial guides, etc.

Large Purchases

Purchases in excess of \$50,000 require more comprehensive methods than those used for small purchases. These purchases are solicited using a full and open competition process to allow all prospective bidders/offerors an opportunity to do business with Capital Metro. Special efforts are made to make the vendor community aware of Capital Metro's requirements. Solicitations are advertised in newspapers and transit industry magazines, and Capital Metro distributes solicitation notifications to registered vendors on DemandStar.

The basic types of procurement methods used for large purchases are Invitation for Bids (IFB) and Request for Proposals (RFP). Generally, goods/commodities are procured via IFB, whereas services are generally procured via RFP. The solicitation is developed and includes a detailed purchase description and/or statement of work, contractual terms and conditions, and instructions on how to submit an offer to Capital Metro. Solicitations generally remain open for 30 days so that vendors may have enough time to respond.

For IFBs, Capital Metro awards contracts to the responsive and responsible bidder offering the lowest price. A bid is responsive if it meets all the material requirements of a solicitation; in other words, the bid submitted by the vendor does not vary from Capital Metro's original requirement. A bidder is responsible if it can demonstrate the capacity and the willingness to perform (e.g., proper equipment, manpower, financial resources, technical expertise, etc.). Therefore, when the IFB method of procurement is used, the "low bidder" does not necessarily receive the award. An award is made to the "low bidder" only if the bidder meets both tests of responsiveness and responsibility.

For RFPs, awards are not based on price alone, but other weighted factors of importance specified in the solicitation. Selection for award is done by an evaluation team that independently evaluates the proposals submitted. The vendor/contractor offering the best value to the Authority, price and other factors considered, is selected.



For each solicitation issued, Capital Metro assigns a Contracts Administrator as primary point of contact to assist vendors. In addition, a conference is generally scheduled well in advance of the bid/proposal submission deadline so vendors may obtain clarification from Capital Metro. After receipt of proposals, the information contained in the proposals or concerning the number or identity of offerors is unavailable to the public or to anyone in Capital Metro not having a legitimate interest or need to know prior to the recommendation of award of a contract. After evaluation of all offers, Capital Metro awards a contract. Contracts in excess of \$150,000 require approval by Capital Metro's board of directors prior to award.

Other Procurement Methods

There are other infrequently used procurement methods. They include sole source and Statement of Qualifications for statutory professional services for disciplines that require State of Texas licensing, and emergency procurements.



Summary of New Financial Policies

Staff is currently reviewing Capital Metro's debt policy and reserve policy, working through the board's audit and finance committee. Proposed changes to these policies are expected to be brought to the board for consideration in FY2015.



Revenue

The following schedule shows details of the FY2015 revenue budget along with comparisons from the amended FY2014 budget and FY2013 actual revenue. Sales tax revenue is the primary revenue source for Capital Metro, contributing approximately 71% of the total revenue budget.

Revenue	FY2013 Actual	Amended FY2014 Budget	FY2014 Forecast	Approved FY2015 Budget	Amended FY2014 Budget - Approved FY2015 Budget Variance	Amended FY2014 Budget - Approved FY2015 Budget % Variance
Passenger Revenue	21,926,229	19,161,920	19,976,233	22,794,787	3,632,867	19.0%
Grants - capital	22,564,793	32,655,508	12,290,646	21,641,992	(11,013,516)	-33.7%
Grant - operating	33,747,010	28,000,000	28,000,000	28,000,000	-	0.0%
Interlocal agreements	-	608,354	187,920	581,422	(26,932)	-4.4%
TxDOT reimbursement	-	1,000,000	414,243	230,757	(769,243)	-76.9%
TxDOT grant	-	-	-	200,000	200,000	-
Freight income	5,030,110	4,844,490	4,405,701	4,861,127	16,637	0.3%
Other operating revenue	2,382,214	3,415,460	3,091,310	3,118,597	(296,863)	-8.7%
Sales tax	179,022,794	182,159,158	190,849,394	197,529,123	15,369,965	8.4%
Total Revenue	\$264,673,150	\$271,844,890	\$259,215,447	\$278,957,805	\$7,112,915	2.6%

Factors Affecting Revenue

Passenger Revenue

Capital Metro implemented a new fare structure in January 2014 with further changes planned for FY2015. Passenger revenue is expected to increase in FY2015, primarily based on fare changes that will become effective in January 2015. This planned increase is consistent with a fare policy adopted by the board in September 2013. The fare restructure is consistent with the board-adopted fare policy that recommends fare adjustments be developed in conjunction with the annual budget process. Also included in this revenue category are payments from the University of Texas for shuttle services, which can vary due to service hours, ridership and contracted rates.

Freight Income

On December 21, 2010, a lease agreement was approved with Watco Companies Austin Western Railroad, Inc., for the operation of the agency's freight rail services. Watco covers direct operating costs, and Capital Metro receives net revenue from leasing the authority-owned freight line.

Federal Grants

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal funding from the Federal Transit Administration (FTA) available to Capital Metro for capital assistance and related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient, such as Capital Metro, selected locally to apply for and receive federal funds.

Like Capital Metro, some FTA recipients turn to an outside source to obtain public transportation service, maintenance service, or vehicles that the recipient will use in public transportation service. When a recipient of federal transit funds contracts for such service, the FTA will provide assistance with the capital consumed



in the course of the contract. The FTA refers to this concept of assisting with capital consumed as the “capital cost of contracting.” Beginning in FY2014, Capital Metro allocates approximately \$28 million annually of its 5307 formula funds to the capital cost of contracting. In addition, Capital Metro expects to receive \$21.6 million in capital grant funding for FY2015, primarily for buses supporting the new MetroRapid service, 5339 funding for bus replacements and TIGER (Transportation Investment Generating Economic Recovery) funding for commuter rail improvements.

Sales Tax Revenue

Sales taxes represent the largest component of Capital Metro’s total revenue. Sales taxes can fluctuate significantly from year to year since collections are directly related to economic conditions. For FY2015, sales tax revenue is budgeted at 3.5% growth above the FY2014 forecast. Capital Metro’s long range financial forecast anticipates annual growth of 4.5%, on the average and over time, and is informed by historical trends. Adopting a slightly lower growth rate of 3.5% represents a prudent approach for budgeting purposes.



Operating Expenses by Category

<i>Category</i>	<i>FY2013 Actual</i>	<i>Amended FY2014 Budget</i>	<i>FY2014 Forecast</i>	<i>Approved FY2015 Budget</i>	<i>Amended FY2014 Budget - Approved FY2015 Budget Variance</i>	<i>Amended FY2014 Budget - Approved FY2015 Budget % Variance</i>
Salaries and benefits	28,197,949	34,229,457	32,651,712	36,147,649	1,918,192	5.6%
Professional services	20,701,207	27,932,362	24,622,513	30,471,667	2,539,305	9.1%
Materials and supplies	2,077,832	2,176,479	1,967,864	3,760,260	1,583,781	72.8%
Fluids	16,173,092	18,003,841	15,706,266	20,008,998	2,005,157	11.1%
Utilities	2,185,680	2,424,240	2,180,240	2,534,382	110,142	4.5%
Insurance	2,461,415	3,563,488	3,234,845	4,876,116	1,312,628	36.8%
Taxes	983,894	1,044,260	999,340	1,050,915	6,655	0.6%
Purchased transportation	103,479,414	114,828,443	112,666,371	120,233,250	5,404,807	4.7%
Other expenses	1,448,814	3,122,004	2,145,613	3,095,252	(26,752)	-0.9%
Capital labor	(647,375)	(1,417,826)	(708,913)	(1,227,867)	189,959	-13.4%
Expense reimbursement	-	(1,926,781)	(1,926,781)	(504,581)	1,422,200	-73.8%
Interest expense	800,365	729,940	729,940	589,507	(140,433)	-19.2%
Lease and rent	888,552	1,287,336	1,039,283	1,786,278	498,942	38.8%
Sub-total Operating Budget	\$178,750,839	\$205,997,243	\$195,308,293	\$222,821,826	\$16,824,583	8.2%

Factors Affecting Operating Expenses

Salaries and Benefits

Six new positions (5 full time and 1 part time) are included in the FY2015 budget to support Community Involvement, Risk Management and Safety, Public Facilities, Real Estate and Asset Management, Paratransit Eligibility and Strategic Planning and Development. The primary driver underlying the addition of these approved new positions is increasing workload in each of these business units. The budget also includes funding for performance-based salary increases for Capital Metro employees, estimated at an average increase of 3%. Funding for healthcare claims is projected based on current claim utilization, the national medical trend, and increases in eligible participants. Although the increase in the national medical trend is expected at 14.8%, the increase in medical costs for FY2015 is expected to be only 2.1%, which is well below the national trend. Capital Metro manages these costs through encouraging employees to complete health risk assessments and biometric testing, and will include spouses in this requirement for premium and cash incentives in FY2015 to help participants identify any health issues proactively. The medical plan network discounts through UnitedHealthcare (UHC) was 56% with local providers, which also contributes to controlling costs. In addition to these discounts, UHC offers wellness, health education and disease management programs for participants. Capital Metro also has a very proactive on-site wellness and fitness program. Lastly, increased funding for administrative fees under new contracts for retirement and health plans are also budgeted in FY2015.

Professional Services

The budget includes funding for scheduled engine rebuilds for six MetroRail cars, consulting services for environmental studies related to the central corridor urban rail project (grant funded), marketing services that will focus on attracting new transit ridership and rebranding, system map redesign, and promotion of the new “B2B” program, the business to business outreach program designed to partner with employers who have the potential of buying bus or rail passes for their employees. Funding is also included to participate with the City of Austin and Travis County in a disparity study related to minority procurement, outreach to support the planned fare changes in FY2015 and promotion of new technologies (real time and mobile application).



Materials and Supplies

The budget for materials and supplies includes funding for regular track and bridge maintenance and additional repair parts to improve front-facing flip up bus seating. Funding is also budgeted to convert the bicycle racks on the front of Capital Metro's buses from the two-position to three-position bike racks.

Fluids

The budget for fluids consists primarily of funding for fuel. Both diesel fuel and unleaded gasoline costs are projected at an average of \$3.50 per gallon for FY2015. During FY 2014, Capital Metro incurred average fuel prices somewhat lower at \$3.04 per gallon. Staff recommends continuing to budget at \$3.50 per gallon as a conservative measure since fuel prices can fluctuate.

Purchased Transportation

Purchased transportation costs increased primarily as a result of annualized costs of the MetroRapid service, which was launched in FY2014. Additional increases are related to contractual rates for services with existing providers and the reassignment of services from Veolia to First Transit and McDonald after the expiration of the Veolia contract in late FY2014.

Expense Reimbursement

Expense reimbursement decreased as a result of the expiration of the interlocal agreement with the City of Austin that will occur in January 2015. The interlocal agreement provides for expanded Friday evening and weekend commuter rail service. The net cost of weekend services is offset by direct funding from the City of Austin through an interlocal agreement. This funding will terminate in January 2015 when the interlocal agreement expires. Capital Metro plans to continue providing, and funding, MetroRail weekend services.

Budget Summary

The table below summarizes the approved budget for FY2015 including projected expenses and revenues.

Budget Summary	
Revenue	FY2015
Passenger revenue	22,794,787
Grants - capital	21,641,992
Grant - operating	28,000,000
Interlocal agreements	581,422
TxDOT reimbursement	230,757
TxDOT grant	200,000
Freight rail revenue	4,861,127
Sales tax	197,529,123
Other revenue	3,118,597
Bus loan proceeds	10,000,000
Fund balance	33,185,149
Total Revenue	\$322,142,954
Expenses	FY2015
Operating expense	222,821,826
Loan payments	4,603,763
Interlocal agreements	12,769,829
Capital expense	81,947,536
Total Expenses	\$322,142,954



Fund Balance and Reserve Requirements

Sound governmental financial practices require the accumulation and maintenance of fund balances to help stabilize the budget when needed, or to accumulate funds for future spending requirements. An entity's accumulated fund balance provides funds that may be needed to address shortfalls that can occur periodically, such as temporary cash flow shortages, emergencies or other unforeseen events. These balances also help provide funding for long-term capital needs, similar to an individual accumulating savings in a bank account to help purchase a car or make a down payment on a home. After years of hard work and careful planning, Capital Metro continues to strengthen its financial position. From a low point in 2009 when Capital Metro's balance was only \$7.8 million, recent year-end projections of \$102.4 million for FY2014 will provide the funding needed in FY2015 and future fiscal years to address a number of capital needs that will help achieve a state of good repair for Capital Metro's transportation assets.

Senate Bill 650 was passed by the Texas Legislature in 2011. This legislation added Section 451.134 and requires Capital Metro to establish, in an account separate from other funds, a reserve account in an amount that is not less than an amount equal to actual operating expenses for two months. The statute further provides that the amount held in reserve shall be adjusted annually based on Capital Metro's actual operating reserves for the twelve months immediately preceding the adjustment.

In FY2015, Capital Metro's approved budget includes spending \$33.2 million from accumulated fund balance to help invest in critical capital needs. Despite this expenditure, Capital Metro is on the way to meeting the reserve requirements set forth by the Texas Legislature as depicted in the table that follows. Capital Metro is required to establish this operating reserve not later than September 1, 2016. The fund balance by the end of FY2015 is projected at \$59.2 million. Had the legislation required an earlier effective date, such as 2014 or 2015, Capital Metro would have the accumulated funds sufficient to meet the requirements under the legislation. Capital Metro's most recent audited operating expenses, excluding depreciation, totaled \$185,101,687 for FY2013. This would have resulted in a requirement of approximately \$30.9 million for FY2014 leaving an ending fund balance of \$28.4 million in excess of the operating reserve requirement. The reserve amount would be adjusted annually when audited financial information becomes available.

FY2015 Estimated Ending Fund Balance:

Ending fund balance 9/30/13	\$ 75,774,591
+ Bus loan proceeds (restricted cash)	10,000,000
+ Estimated additional fund balance 9/30/14	16,652,735
= Projected available funds 9/30/14	102,427,326
+ FY2015 revenue	278,957,805
- FY2015 operating expenses	222,821,826
- FY2015 interlocal agreements	12,769,829
- FY2015 bus loan payment	1,895,000
- FY2015 railcar lease	2,708,763
- FY2015 capital projects	81,947,536
= Projected ending fund balance 9/30/15	59,242,178
Operating reserve requirement (based on 2013 audited expenses)	30,851,000
Fund balance in excess of operating reserve requirement	\$ 28,391,178

Capital Metro must file a report on progress in fulfilling this requirement not later than December 31, 2014, and intends to meet this reporting deadline.



Debt Amortization

In November 2004, the citizens of the Capital Metro service area voted to allow Capital Metro to operate urban commuter rail service from Leander, Texas, to downtown Austin, Texas. In February 2006, the Capital Metro board of directors approved a tax-exempt lease/purchase financing agreement for the funding of rail vehicles. The Master Lease/Purchase Financing Agreement dated March 1, 2006, between Bank of America Leasing and Capital, LLC, and Capital Metro was executed to purchase six rail cars from Stadler Bussnang AG, a corporation organized under the laws of Switzerland. The financed amount was \$36,044,935 with an interest rate of 3.7747%, payments due quarterly beginning in October 2006 for 10 years.

In December 2011, Capital Metro refinanced this note in the amount of \$19,190,263 with an interest rate of 2.48%, payments due quarterly on January 15, April 15, July 15 and October 15 of each year beginning on January 15, 2012, for seven years in the payment amount of \$745,260.

Capital Metro entered in to a Sales and Use Tax Revenue Contractual Obligation Series 2012 dated February 2012 with Compass Mortgage Corporation for \$20,000,000 with an interest rate of 2.15%, principal payments due annually beginning April 2013 and interest due semiannually on April 1 and October 1 of each year until maturity or prior redemption beginning October 1, 2012. This Contractual Obligation was issued for the purposes of paying the cost of acquiring replacement buses.

The following table shows payments for principal and interest that are due in FY2015 and beyond. Capital Metro budgets for these payments on an accrual basis. As a result, interest expense in the budget varies slightly from the payments that are depicted on a cash basis in the table.

Yearly Service Requirements	Master Lease Financing Agreement		Long Term Financing/Note Payable		Total	
	Principal	Interest	Principal	Interest	Principal	Interest
2015	2,708,763	272,274	1,895,000	351,627	4,603,763	623,901
2016	2,776,569	204,471	1,935,000	310,890	4,711,569	515,361
2017	2,846,070	134,969	1,975,000	269,288	4,821,070	404,257
2018	2,917,312	63,726	2,020,000	226,825	4,937,312	290,551
2019	740,667	4,593	2,065,000	183,395	2,805,667	187,988
2020	-	-	2,110,000	138,998	2,110,000	138,998
2021	-	-	2,155,000	93,634	2,155,000	93,634
2022	-	-	2,200,000	47,300	2,200,000	47,300
Total	\$11,989,381	\$680,033	\$16,355,000	\$1,621,957	\$28,344,381	\$2,301,990



Summary of Department Expenses

	FY 2013 ACTUAL	FY 2014 BUDGET	FY 2015 BUDGET	VAR \$ FY 2015 VS. FY2014	VAR % FY 2015 VS. FY2014
100 NON-ALLOCATED BENEFITS	7,312,292	8,678,360	9,322,086	643,726	7.4%
102 WELLNESS CENTER	278,679	303,178	311,685	8,507	2.8%
103 CHILD CARE CENTER	679,107	701,128	770,504	69,376	9.9%
105 BUSINESS CENTER	262,726	315,600	315,600	-	0.0%
110 EXECUTIVE STAFF	1,370,499	758,139	874,862	116,723	15.4%
115 COMMUNICATIONS	277,217	581,951	538,888	(43,063)	-7.4%
118 GOVERNMENT AFFAIRS / OFFICE OF DIVERSITY	-	708,141	804,011	95,870	13.5%
120 BOARD OF DIRECTORS	240,713	349,386	327,866	(21,520)	-6.2%
125 INTERNAL AUDIT	300,964	397,296	392,954	(4,342)	-1.1%
130 STRATEGIC OPERATIONS MANAGEMENT AND ADMINISTRATION	363,311	845,571	1,008,553	162,982	19.3%
135 STRATEGIC MANAGEMENT	154,799	-	-	-	0.0%
140 SAFETY	112,163	-	-	-	0.0%
141 SECURITY	2,992,116	3,358,105	3,498,990	140,885	4.2%
150 LEGAL	556,035	955,417	597,106	(358,311)	-37.5%
160 LABOR RE-STRUCTURE	263,038	-	-	-	0.0%
220 FINANCE	2,584,337	3,938,581	4,241,155	135,073	3.4%
230 INFORMATION TECHNOLOGY	4,631,627	6,017,567	7,181,634	1,150,577	19.1%
250 PROCUREMENT	963,395	1,198,488	1,175,135	(23,353)	-1.9%
275 RIDESHARE	800,364	1,253,240	1,470,892	217,652	17.4%
320 PLANNING	1,809,489	2,913,778	2,848,366	(65,412)	-2.2%
330 MARKETING	2,149,707	3,741,647	3,564,583	(177,064)	-4.7%
331 COMMUNITY INVOLVEMENT	802,343	812,887	870,506	57,619	7.1%
332 CUSTOMER SERVICE	1,054,464	1,432,771	1,394,383	(38,388)	-2.7%
340 HUMAN RESOURCES	1,507,701	1,451,863	1,590,674	138,810	9.6%
420 RISK MANAGEMENT AND SAFETY	3,159,860	5,114,398	6,345,609	1,231,211	24.1%
441 FIXED ROUTE	1,459	-	-	-	0.0%
457 PUBLIC FACILITIES	3,761,534	4,349,895	4,235,020	(114,875)	-2.6%
530 CAPITAL PROJECTS	211,941	1,067,677	1,162,564	181,888	17.0%
540 REAL ESTATE AND ASSET MANAGEMENT	3,040,583	4,739,458	4,548,723	(23,235)	-0.5%
542 FREIGHT RAIL MANAGEMENT	4,785,959	5,022,638	5,821,353	798,716	15.9%
544 COMMUTER RAIL OPERATIONS	10,934,337	12,450,313	14,326,473	1,876,160	15.1%
545 WEEKEND COMMUTER RAIL OPERATION	1,811,304	-	1,567,528	1,567,528	0.0%
560 TRANSIT ORIENTED DEVELOPMENT	276,575	-	-	-	0.0%
600 BUS AND PARATRANSIT SERVICES	2,770,264	3,983,327	3,807,783	(175,544)	-4.4%
610 BUS CONTRACT OPERATIONS	93,405,181	100,710,187	107,510,960	6,800,773	6.8%
620 PARATRANSIT CONTRACT OPERATIONS	20,860,262	24,637,343	25,497,298	859,955	3.5%
630 PARATRANSIT ADMINISTRATION	2,188,443	340,470	342,541	2,071	0.6%
640 PARATRANSIT RESERVATIONS AND CONTROL CENTER	52,440	1,556,585	1,684,323	127,738	8.2%
650 PARATRANSIT ELIGIBILITY	23,611	928,529	1,004,908	76,379	8.2%
920 PROJECT CONNECT CENTRAL CORRIDOR	-	-	1,860,000	-	0.0%
930 PROJECT CONNECT	-	350,000	-	(350,000)	
950 RAIL SAFETY GRANT	-	33,333	6,312	(27,021)	-81.1%
TOTAL ALL DEPARTMENTS	\$ 178,750,839	\$ 205,997,243	\$ 222,821,826	\$ 16,824,583	8.2%



Ridership by Mode Overview

The table below reflects ridership (in millions) by mode of service:

Mode of Service	FY2013 Actual	FY2014 Budget	FY2014 Forecast	FY2015 Budget
MetroBus	26.7	25.2	25.3	23.6
MetroRapid	0.0	2.5	1.1	2.6
ExpressBus	0.6	0.6	0.6	0.6
MetroAccess	0.6	0.6	0.6	0.6
UT Service	4.9	5.2	4.3	4.1
RideShare	0.2	0.2	0.2	0.2
Suburban	0.1	0.1	0.1	0.1
MetroRail	0.7	0.8	0.7	0.7
Special Events/Charters	0.2	0.2	0.2	0.2
Total	34.1	35.5	33.2	32.8

MetroBus

Capital Metro Fixed Route service is the mainline service of the transportation system. There are more than 51 routes, including local and cross-town. The transit authority operates approximately 11.2 million total bus miles over its fixed route system. The fleet of buses provides riders with an average of 88,000 one-way trips each weekday. Capital Metro's 360 buses operate seven days per week, providing service to approximately one million residents of the service area.

MetroRapid

MetroRapid is a premium fixed route service. In January 2014, the first service began operation along North Lamar/South Congress (route 801). The second service, Burnet/South Lamar (route 803), will begin service in August 2014. MetroRapid brings together a set of unique features to result in faster, more convenient service for the community. Some of the features of this service include frequent service, limited stops, boarding from all doors, unique and upgraded stops with real-time arrival information, and vehicles equipped with signal priority technology.

ExpressBus

Express service is limited-stop service to and from the University of Texas, downtown, and Park & Rides. There are six routes that service north and northwest Austin as well as the cities of Leander, Manor and Elgin.

MetroAccess Paratransit Service

The MetroAccess ADA Paratransit Program is for persons who have a disability or medical condition that limits or prevents them from independently using accessible bus service some or all of the time as defined in the ADA. Persons certified by Capital Metro under this program may ride MetroAccess within ¾ miles of Capital Metro's non-commuter fixed route bus service on the same days and during the same hours as the fixed route service in their area.



University of Texas Shuttle

Student shuttle service is provided for the University of Texas (UT). There are 12 routes that provide connections between housing and the downtown campus. Routes transfer students around the greater UT campus area and to and from city areas with high-density student populations. Each year, the transit authority operates approximately 1.4 million total bus miles over the UT Shuttle system providing riders with an average of 24,000 one-way trips each weekday during a regular semester.

RideShare Program

The Metro RideShare program provides eligible groups of 5-12 people with a month-to-month lease agreement of a 7-8-12 passenger van that includes insurance, maintenance, 24-hour roadside assistance, administrative support and fuel purchasing program. The cost of a Capital Metro RideShare vanpool varies and is based on van selection, commute distance, and number of riders sharing the monthly fare, plus fuel and tolls. Prior to January 2014, this program was directly operated by Capital Metro. The FY2015 budget reflects the transition of vanpool services to a contract provider.

Suburban Service

Capital Metro provides service to suburban communities within the service area such as Lago Vista, Jonestown and Manor. In addition, Capital Metro is working as a partner with communities outside the service area, including Georgetown and Kyle to service these communities. Additional interest has been exhibited by other communities and two test projects have been budgeted in FY2015 to target this increasing appeal.

MetroRail

The MetroRail Red Line runs on 32 miles of existing freight tracks between Downtown Austin and Leander. The Red Line provides convenient service for suburban and central Austin residents.

MetroRail Weekend Services

The Weekend Commuter Rail Operations department provides management and oversight of weekend commuter rail services to be performed on specific days or for specific events. The net cost of weekend services is offset by direct funding from the City of Austin through an interlocal agreement. This funding will terminate in January 2015 when the interlocal agreement expires. Capital Metro plans to continue providing, and funding, MetroRail weekend services.



Ridership

The table below reflects ridership by mode of service.

Mode of Service	FY2013 Actual	FY2014 Budget	FY2014 Forecast	FY2015 Budget	FY2015-FY2014 Budget Variance	FY2015-FY2014 Budget Variance Percent
MetroBus	26,723,792	25,218,604	25,278,595	23,601,905	(1,616,699)	-6.4%
MetroRapid ⁽¹⁾	-	2,473,384	1,085,820	2,600,965	127,581	5.2%
ExpressBus	590,639	599,439	573,966	566,217	(33,222)	-5.5%
MetroAccess	612,186	617,983	616,413	630,929	12,946	2.1%
UT Service ⁽²⁾	4,943,878	5,168,284	4,288,327	4,071,867	(1,096,417)	-21.2%
RideShare	220,115	212,675	213,915	246,919	34,244	16.1%
Suburban ⁽³⁾	103,059	109,169	104,690	104,081	(5,088)	-4.7%
Suburban - Express ⁽³⁾	21,876	38,160	31,807	32,336	(5,824)	-15.3%
MetroRail	654,443	772,302	674,512	664,711	(107,591)	-13.9%
MetroRail - Weekend Service- COA	112,414	106,532	107,671	106,059	(473)	-0.4%
Special Events/Charters	189,589	166,575	247,812	192,900	26,325	15.8%
Total	34,171,991	35,483,107	33,223,529	32,818,890	(2,664,218)	-7.5%

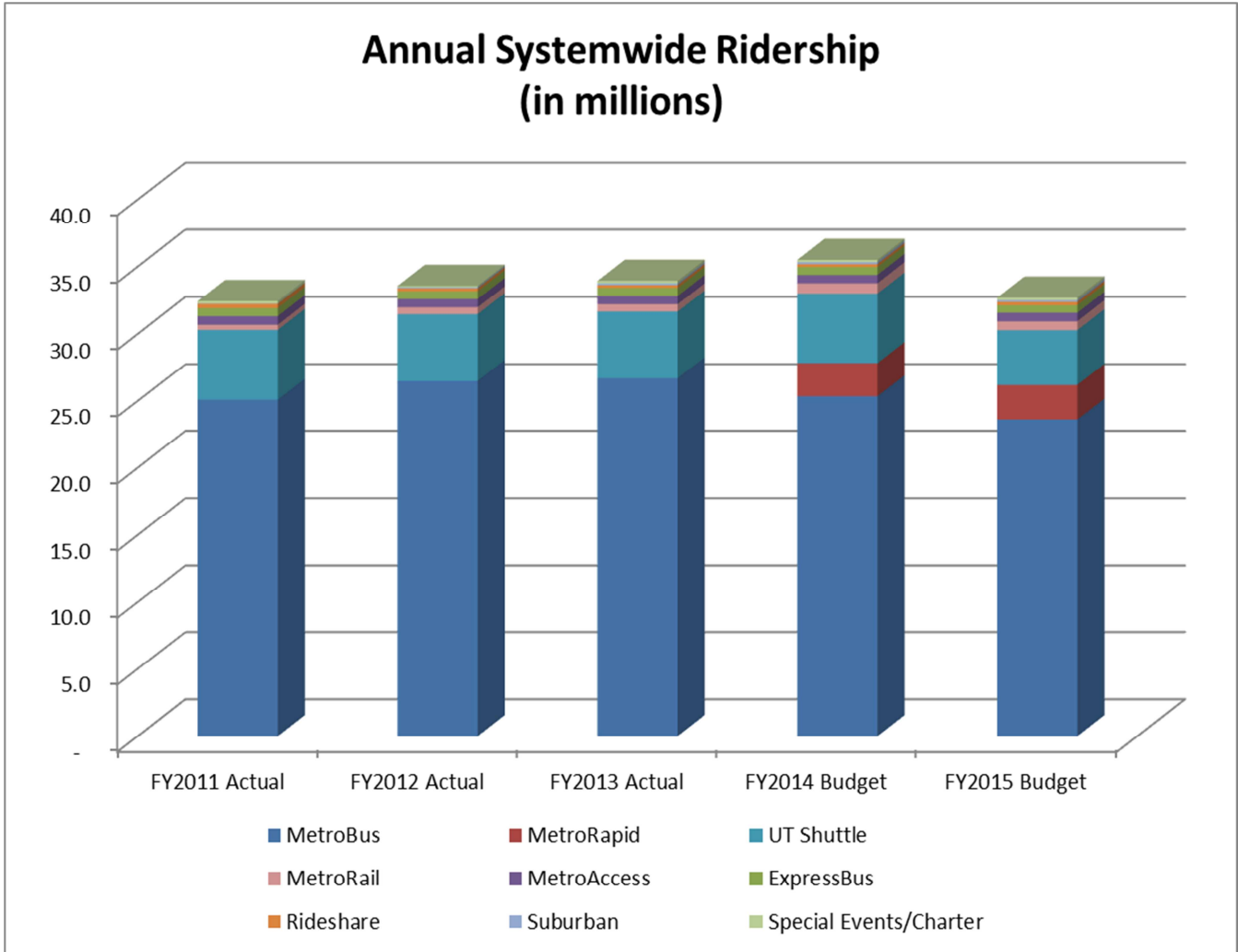
⁽¹⁾ Two BRT-Rapid Bus Lines (801 and 803) will be in full operation for 2015. Route 801 started in the middle of FY2014 (January) and Route 803 is scheduled to begin late summer 2014 (August). Operated by First Transit, these routes will either completely or partially replace several routes currently operated by McDonald Transit under Fixed Route therefore shifting ridership to BRT.

⁽²⁾ UT Shuttle services will decrease as the result of targeted service reductions implemented to ensure the service fits with the University's available funding. This includes minor frequency reductions to Weekday levels on select routes and the elimination of 652-PRC (replaced by Rapid 803) and 651-Camino la Costa (due to low ridership and to be served by existing Fixed Route in the area) Thus a reduction in ridership on this service.

⁽³⁾ Any additional Suburban service has not been factored into the ridership projections for FY2015.

* All Services will be affected by the fare increase currently scheduled for January 2015. All service modes and fare categories will be affected. Ridership will drop in the early months of the fare change.

The graph below depicts the actual ridership trend for FY2011-FY2013 and budgeted ridership for FY2014 and FY2015.



The Express bus service mode was added to the table in FY2012. The MetroRapid bus service mode was added to the table for FY2014.

Vehicle Hours of Service

The table below reflects vehicle hours of service by mode.

Mode of Service	FY2013 Actual	FY2014 Budget	FY2014 Forecast	FY2015 Budget	FY2015-FY2014 Budget Variance	FY2015-FY2014 Budget Variance Percent
MetroBus ⁽¹⁾	987,212	935,442	949,685	923,290	(12,152)	-1.3%
MetroRapid ⁽²⁾	-	72,191	72,191	146,813	74,622	103.4%
ExpressBus ⁽³⁾	53,942	51,199	52,133	52,235	1,036	2.0%
MetroAccess	374,430	371,240	388,248	397,385	26,145	7.0%
UT Service ⁽⁴⁾	122,592	121,765	121,765	106,011	(15,754)	-12.9%
RideShare	41,810	38,406	37,168	41,203	2,797	7.3%
Suburban ⁽⁵⁾	14,679	22,374	16,224	28,387	6,013	26.9%
Suburban - Express ⁽⁶⁾	-	-	-	2,536	2,536	0.0%
MetroRail ⁽⁷⁾	11,466	16,183	13,538	14,324	(1,859)	-11.5%
MetroRail - Weekend Service- COA (8)	2,665	2,528	2,369	2,539	11	0.4%
Special Events/Charters	6,391	9,410	9,410	9,800	390	4.1%
Total	1,615,187	1,640,738	1,662,731	1,724,523	83,785	5.1%

(1) MetroBus—various efficiencies (as a result of the introduction of Rapid Bus and other route changes—including downtown Congress Avenue realignments) have realized minor savings in overall hours and miles.

(2) Two BRT-Rapid Bus Lines (801 and 803) will be in full operation for 2015. Route 801 started in the middle of FY2014 (January) and Route 803 is scheduled to begin late summer 2014 (August). Operated by First Transit, these routes will either completely or partially replace several routes currently operated by McDonald Transit under Fixed Route.

(3) All Express (900 series) routes received minor adjustments to their schedules as a result of the Downtown Transity Priority Lane project and increased traffic. Overall, this group of services received an additional 4 daily hours of service adjustments. Annualized, this figure equates to approximately 1,000+ additional service hours. An equivalent level of adjustment is also translated into miles.

(4) UT Shuttle services will decrease as the result of targeted service reductions implemented to ensure the service fits with the University's available funding. This includes minor frequency reductions to Weekday levels on select routes and the elimination of 652-PRC (replaced by Rapid 803) and 651-Camino la Costa (due to low ridership and to be served by existing Fixed Route in the area).

(5) Suburban—Two new pilot programs are envisioned for communities within the Service Area but outside the City of Austin limits. The two pilot flex-type routes are yet to be finalized, however, appropriate resources (hours and miles) have been included.

(6) Suburban Express—One new pilot program is envisioned for the Kyle community which is outside the Service Area. The pilot express-type route has yet to be finalized, however, appropriate resources (hours and miles) have been included. Final funding appropriations will also be decided at the time when the program is fully developed.

(7) MetroRail—a calculation error was discovered in the FY2014 budget file where Planning staff had inadvertently counted too many weekdays for MetroRail operation. This has been fixed for the FY 2015 budget where a separation of Monday-Thursday and Friday formula is in place to accurately calculate hours and miles.

(8) MetroRail (Weekend)—variation is insignificant.



Vehicle Miles of Service

The table below reflects vehicle miles of service by mode.

Mode of Service	FY2013 Actual	FY2014 Budget	FY2014 Forecast	FY2015 Budget	FY2015-FY2014 Budget Variance	FY2015-FY2014 Budget Variance Percent
MetroBus ⁽¹⁾	12,406,210	11,972,522	11,877,257	11,614,911	(357,611)	-3.0%
MetroRapid ⁽²⁾	-	1,087,912	1,087,912	2,179,954	1,092,042	100.4%
ExpressBus ⁽³⁾	1,147,041	1,085,188	1,086,134	1,088,603	3,415	0.3%
MetroAccess	5,418,836	5,368,779	5,516,927	5,664,516	295,737	5.5%
UT Service ⁽⁴⁾	1,661,058	1,636,589	1,636,589	1,383,203	(253,386)	-15.5%
RideShare	1,132,335	1,140,502	1,059,543	1,195,300	54,798	4.8%
Suburban ⁽⁵⁾	318,026	481,990	357,073	562,915	80,925	16.8%
Suburban - Express ⁽⁶⁾	-	-	-	60,274	60,274	0.0%
MetroRail ⁽⁷⁾	273,592	330,170	275,532	291,923	(38,247)	-11.6%
MetroRail - Weekend Service- COA (8)	54,204	44,700	41,914	44,961	261	0.6%
Special Events/Charters	69,481	79,987	79,987	83,300	3,313	4.1%
Total	22,480,783	23,228,339	23,018,868	24,169,860	941,521	4.1%

(1) MetroBus—various efficiencies (as a result of the introduction of Rapid Bus and other route changes—including Downtown Congress Avenue realignments) have realized minor savings in overall hours and miles.

(2) Two BRT-Rapid Bus Lines (801 and 803) will be in full operation for 2015. Route 801 started in the middle of FY2014 (January) and Route 803 is scheduled to begin late summer 2014 (August). Operated by First Transit, these routes will either completely or partially replace several routes currently operated by McDonald Transit under Fixed Route.

(3) All Express (900 series) routes received minor adjustments to their schedules as a result of the Downtown Transity Priority Lane project and increased traffic. Overall, this group of services received an additional 4 daily hours of service adjustments. Annualized, this figure equates to approximately 1,000+ additional service hours. An equivalent level of adjustment is also translated into miles.

(4) UT Shuttle services will decrease as the result of targeted service reductions implemented to ensure the service fits with the University's available funding. This includes minor frequency reductions to Weekday levels on select routes and the elimination of 652-PRC (replaced by Rapid 803) and 651-Camino la Costa (due to low ridership and to be served by existing Fixed Route in the area).

(5) Suburban—Two new pilot programs are envisioned for communities within the Service Area but outside the City of Austin limits. The two pilot flex-type routes are yet to be finalized, however, appropriate resources (hours and miles) have been included.

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(7) MetroRail—a calculation error was discovered in the FY2014 budget file where Planning staff had inadvertently counted too many weekdays for MetroRail operation. This has been fixed for the FY 2015 budget where a separation of Monday-Thursday and Friday formula is in place to accurately calculate hours and miles.

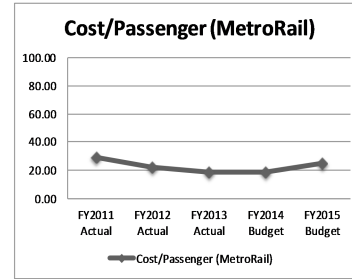
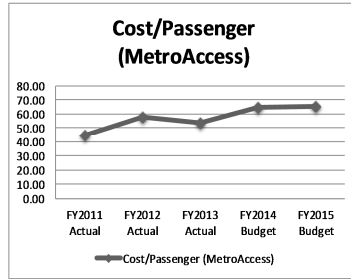
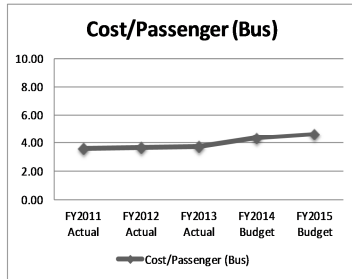
(8) MetroRail (Weekend) - variation is insignificant.

Performance Trends

The graphs below depict trends for MetroBus, MetroAccess and MetroRail in service, cost effectiveness and efficiency for the preceding five year actuals and from the FY2014 and FY2015 budgets.

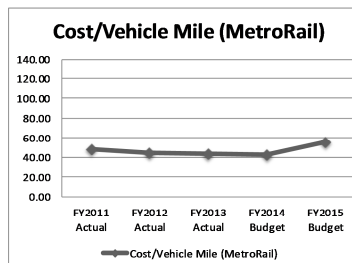
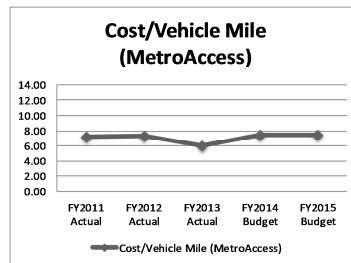
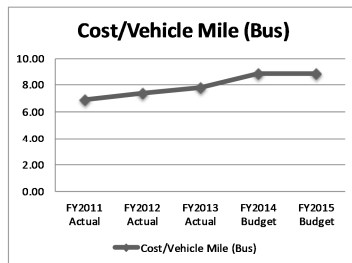
Service Efficiency

The graph below reflects the cost per passenger for MetroBus, MetroAccess and MetroRail.



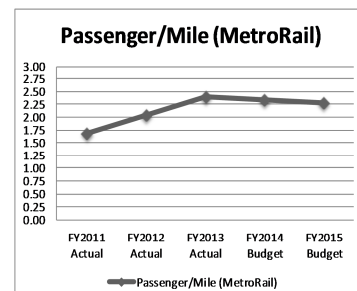
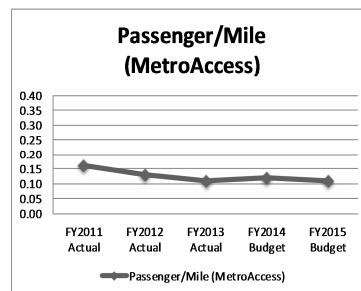
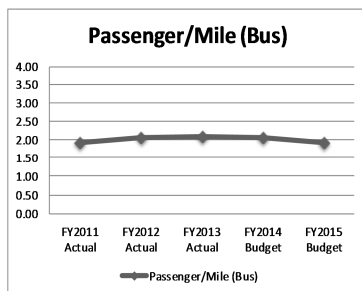
Cost Effectiveness

The graph below reflects the cost per vehicle mile for MetroBus, MetroAccess and MetroRail.



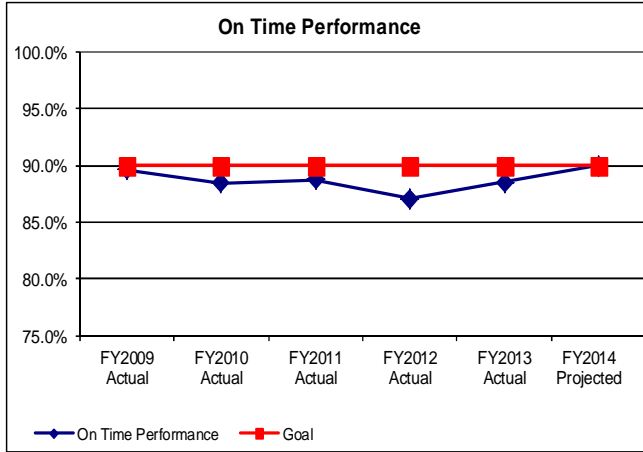
Service Effectiveness

The graph below reflects the passenger trips per vehicle mile for MetroBus, MetroAccess and MetroRail.

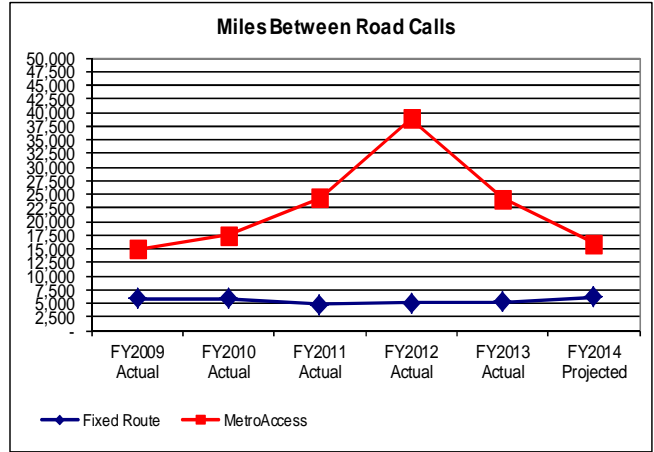


The following graphs depict trends in additional performance indicators. On-time performance is for all fixed route services. Accidents and road calls represent Fixed Route and Paratransit combined.

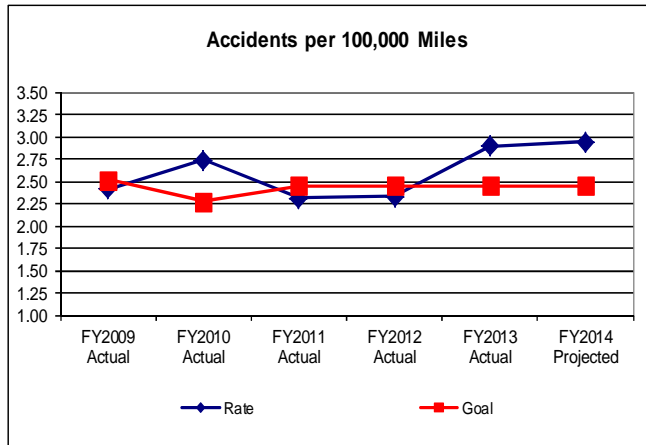
The graph below reflects actual and projected on-time performance for MetroBus.



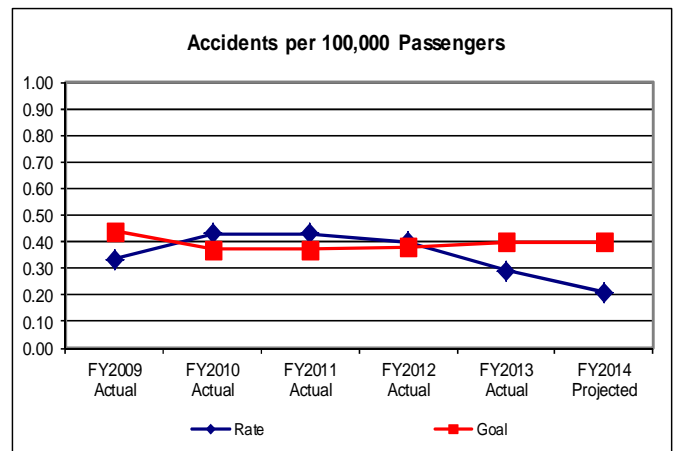
The graph below reflects actual and projected miles between road calls for Fixed Route and MetroAccess.



The graph below reflects actual and projected accidents per 100,000 miles for MetroBus..



The graph below reflects actual and projected accidents per 100,000 passengers for MetroBus..





Capital Budget

Consistent with Senate Bill 650, Capital Metro prepared a five-year Capital Improvement Plan (CIP) for capital projects that support strategic goals. The CIP is updated annually and is a plan that addresses the replacement and expansionary requirements for public transportation service delivery in Central Texas. The five-year plan describes the planned projects including project type and scope, and the approved funding sources, including any effect on operational costs.

In FY2011, the Capital Metro board of directors approved the Capital Improvement Program Policy, which guides funding decisions during the capital budget review process and the subsequent reporting of progress on individual projects. Capital Metro's capital planning process covers a five-year period and is re-evaluated annually. This policy addresses several areas, including capital project financing, capital project monitoring, and criteria for prioritization of capital projects.

The projects included in the Capital Metro Five-Year CIP were selected based upon Board-approved criteria regarding project and vendor selection. These criteria are outlined in the Capital Improvement Program Policy and the Disadvantaged Business Enterprise policy.

Capital acquisitions represent the purchase of equipment and other assets in excess of \$5,000 and which have a useful life greater than one year. Capital expenditures involve new projects, new purchases of parts or replacements, computers and office equipment.

Capital projects typically include construction, fleet acquisition or technology projects that are developmental in nature and span more than one fiscal year. Capital projects are typically more complex, and involve two or more components of cost (equipment, labor, professional services).

Capital Metro anticipates grant funding of \$20.1 million in FY2015 for projects that meet federal eligibility requirements.

The approved capital budget for FY2015 and the five-year capital improvement plan are included in Appendix A. Descriptions, funding sources, benefits and the strategic objective for each capital project are provided. When applicable, the estimated operating cost impact of the capital projects has been determined. In those instances where a particular capital project has received funding in prior fiscal years such information is provided. Also, the actual expenditures of capital projects from previous fiscal years are provided when applicable.



FY2015 Capital Projects

Project	Type	FY2015 Budget
2910 Cafeteria Kitchen Equipment	Facilities	32,500
2910 E. 5th St. Board Room Renovation	Facilities	55,000
2910 E. 5th St. Breakroom Improvements (2nd & 3rd Floor)	Facilities	19,000
2910 E. 5th St. Cafeteria and Breakroom Improvements	Facilities	75,000
2910 E. 5th St. Flooring	Facilities	40,000
2910 E. 5th St. Human Resources Office Paint and Carpet	Facilities	12,500
2910 E. 5th St. Paving	Facilities	32,500
2910 E. 5th St. Plumbing	Facilities	25,000
2910 E. 5th St. Striping	Facilities	12,500
2910 E. 5th St. Transformer	Facilities	7,500
2910 E. 5th St. Vacuum Systems	Facilities	37,500
2910 E. 5th St. Various Projects	Facilities	20,450
2910 E. 5th St. Water Q Pond	Facilities	62,500
2910 Security Office Carpet and Cubicle	Facilities	5,000
509 Thompson Lane HVAC Chiller	Facilities	100,000
509 Thompson Lane Lighting	Facilities	25,000
509 Thompson Lane R&R Gas Fired Heaters-Service Island	Facilities	7,500
509 Thompson Lane R&R Vehicle Washer Lane 1	Facilities	125,000
509 Thompson Lane R&R Vehicle Washer Lane 2	Facilities	125,000
509 Thompson Lane Various Projects	Facilities	10,125
624 Pleasant Valley Roof Repair	Facilities	27,500
Bus Benches	Facilities	100,000
Bus Shelters	Facilities	125,000
Bus Stop Accessibility Improvements	Facilities	1,855,550
Bus Stop Improvements - Rebranding Effort Upgrades	Facilities	50,000
Bus Stop Litter Containers	Facilities	100,000
Bus Stop Signage	Facilities	791,769
Convert Payroll Office into Conference Room / Convert Conference Room to Office	Facilities	7,500
DBE Office Creation	Facilities	20,000
Fitness Equipment	Facilities	13,747
Fuel System Upgrade	Facilities	35,000
Fuel System Upgrade at Thompson Lane	Facilities	90,000
Headquarters Facility - Shop Lighting	Facilities	133,956
Howard Lane Parking Spaces	Facilities	100,000
HVAC Chilling System	Facilities	24,392
Lakeline Additional Parking	Facilities	650,000
Leander Maintenance Facility	Facilities	1,000,000
North Operations Facility - Reconstruct Extraction Fans Fleet Maintenance	Facilities	87,500
North Operations Facility - Exhaust Fan Relocation	Facilities	37,500
North Operations Facility - HVAC control system	Facilities	75,000
Rail Maintenance Facility Floor Deflection Solution	Facilities	137,500
Reduced Fare ID Card System	Facilities	10,000
Risk Management Office Remodel	Facilities	8,000
Station and Platform Place-Making	Facilities	50,000
UPS System Replacement	Facilities	75,000
Video Development Equipment	Facilities	45,000
TXDOT Crossing Rehabilitation - Freight	Freight	125,000
East Subdivision Quiet Zone	Freight	1,350,000
Customer Comments System Replacement	IT	120,000



Capital Metropolitan Transportation Authority Approved FY2015
Operating and Capital Budget and Five Year Capital Improvement Plan

Project	Type	FY2015 Budget
Data Warehousing	IT	350,000
Fare Collection System Rollout to Fleet	IT	750,000
Financial System	IT	2,313,489
Intelligent Transportation Systems (ITS) Project	IT	7,656,938
Interactive Voice Response (IVR) System Replacement	IT	699,066
IT Infrastructure Equipment	IT	300,000
Mobile Applications	IT	150,000
Network Upgrades	IT	350,000
Network Upgrades	IT	200,000
OrbCAD Test System	IT	75,000
Other Legacy System Replacements	IT	50,000
Productivity Software	IT	214,199
Ridership Analysis System	IT	200,000
MetroRapid Project	MetroRapid	11,566,018
Central Subdivision Electric Locks	Rail	100,000
Central Subdivision Quiet Zone	Rail	512,500
Commuter Corridor Obsolete Communication Equipment Replacement Program	Rail	75,000
Commuter Operation Risk Reduction	Rail	300,000
Crossings Improvements Reimbursed by TxDOT	Rail	105,757
Crossing State of Good Repair (SOGR)	Rail	50,000
Diesel Multiple Unit (DMU) Powertrain Component Rebuild	Rail	50,000
Diesel Multiple Units (DMU) Overhaul	Rail	225,000
East End Rail Track Rehabilitation - 90 LB	Rail	639,994
Flashing Lights and Gates @ MP79.05	Rail	273,142
Nearside Crossing Gate Downtime Reduction Project	Rail	125,000
Positive Train Control	Rail	2,095,226
Private Crossing Signalization at MP 69.04	Rail	200,000
Private Crossing Signalization on Commuter Rail Corridor	Rail	200,000
Public Crossing Surface Renewal Program (SOGR) - Commuter Rail	Rail	70,000
Rail Drainage improvements	Rail	25,000
Rail Replacement Program-Commuter Corridor - 113 LB	Rail	2,500,000
Railroad Bridge Repair/Upgrade	Rail	383,021
Saltillo Track Relocation	Rail	4,217,707
Surge Suppression for Signal and Communication Network	Rail	125,000
Tiger Grant Project	Rail	3,262,443
Timber and Surface Program - Commuter Rail	Rail	1,000,000
West/East Haul Road Crossing Surface Rehabilitation	Rail	125,000
Capital Project Contingency	Reserve	811,010
Diesel Multiple Unit (DMU) Security Cameras Upgrade	Security	163,620
State of Good Repair - Camera Replacement: Park & Ride Facility Cameras	Security	37,500
Bus Replacements	Vehicles	22,578,753
DMU Specifications for Four New Units	Vehicles	200,000
Engineering for existing Diesel Multiple Units (DMU) modifications	Vehicles	425,000
ITS equipment and Dynamic Message Signs Vehicle Spare Parts	Vehicles	100,000
Non-revenue vehicle replacement	Vehicles	180,000
Paratransit Vehicle Replacement	Vehicles	1,875,000
Paratransit Van Replacement	Vehicles	5,317,664
Radio Communication System Replacement	Vehicles	650,000
Total		\$ 81,947,535

Grants

Job Access and Reverse Commute (Section 5316)

The Job Access and Reverse Commute (JARC) program is authorized under the provisions set forth in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, (SAFETEA-LU), enacted on August 10, 2005, as codified at 49 U.S.C. 5316. These provisions authorize the Secretary to make grants to recipients for access to jobs and reverse commute projects carried out by the recipient or a subrecipient.

The goal of the JARC program is to improve access to transportation services to employment and employment related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities. Toward this goal, the Federal Transit Administration (FTA) provides financial assistance for transportation services planned, designed, and carried out to meet the transportation needs of eligible low-income individuals, and of reverse commuters regardless of income. The program requires coordination of Federally-assisted programs and services in order to make the most efficient use of Federal resources.

Dedicated JARC apportionments ended at the close of FY2012 and they were rolled into 5307 formula funding by the new law, Moving Ahead for Progress in the 21st Century Act (MAP-21). JARC projects remain an eligible use for 5307 funding that is still received on a yearly basis. Capital Metro manages several ongoing JARC projects using funds apportioned in prior years, including those provided by subrecipients that fill in the gaps in transportation services for eligible low-income individuals. JARC projects undertaken directly by Capital Metro include the expansion of late night public transit services to assist third shift employees and operating routes implemented to provide commute options from the central business district to suburban job sites. Subrecipient projects include the purchase of vehicles to transport low-income individuals with physical disabilities and mental health issues to and from work sites and operating assistance provided to neighboring communities as well as organizations addressing the transportation needs of homeless individuals. Current JARC subrecipients include the City of Round Rock, Easter Seals, the Mary Lee Foundation, Foundation for the Homeless, and Capital Area Rural Transportation System.

New Freedom (Section 5317)

The New Freedom Program is authorized under the provisions set forth in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, enacted on August 10, 2005, as codified at 49 U.S.C. 5317. The Secretary may make grants to recipients for new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 (ADA) (42 U.S.C. 12101 et seq.), that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services.

The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. The New Freedom formula grant program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the ADA of 1990.



Dedicated New Freedom apportionments ended in FY2012 with MAP-21. New Freedom projects while still eligible have been combined under Section 5310 program apportionments (Enhanced Mobility of Seniors and Individuals with Disabilities). Capital Metro still manages several ongoing projects undertaken by subrecipients with New Freedom funds apportioned in prior years. Those projects include replacement of vehicles and operating assistance for agencies serving the needs of elderly individuals and individuals with disabilities. Current New Freedom subrecipients include Capital Area Rural Transportation System, AGE of Central Texas, Faith In Action Caregivers, ARCIL Inc. and the Mary Lee Foundation.

Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)

The Moving Ahead for Progress in the 21st Century Act (MAP-21, Pub. L. 112-141) blended the New Freedom Program (49 U.S.C. 5317) and the Elderly Individuals and Individuals with Disabilities Program (49 U.S.C. 5310) into a new Enhanced Mobility for Seniors and Individuals with Disabilities Program, authorized at 49 U.S.C. 5310.

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

The Section 5310 funding was new to Capital Metro in FY2013. This funding, formerly administered by the Texas Department of Transportation (TxDOT), became a part of our direct recipient responsibility on March 18, 2013, when Mayor Leffingwell made a motion to approve this reassignment recommendation by CAMPO with unanimous approval by the Transportation Policy Board. Capital Metro recently developed a call for projects in conjunction with the Capital Area Metropolitan Planning Organization (CAMPO) for the 5310 funding and granted funding to four agencies with awards totaling \$336,113. Capital Metro also has the ability to place such funding for eligible needs, with the approval of CAMPO, in jurisdictions with seniors and disabled individuals in need of transportation or accommodations to transit.

Urbanized Area Formula Grant (Section 5307)

Authorized under 49 U.S.C. Section 5307/MAP-21 Sections 20006 and 20007, this federal program provides grants to Urbanized Areas (UZA) for public transportation capital, planning, job access, and reverse commute projects, as well as operating expenses in certain circumstances. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation's urbanized areas, which depend on public transportation to improve mobility and reduce congestion. Capital Metro received \$28 million of 5307 grant funds for the FY2014 5307 grant allocation and will budget a similar amount for FY2015.

Bus and Bus Facilities Formula Grants (Section 5339)

MAP-21 established the Bus and Bus Facilities Formula program, replacing some of the elements of the former Bus and Bus Facilities discretionary program (under Section 5309) under SAFETEA-LU. The program provides funding to replace, rehabilitate, and purchase buses and related equipment as well as construct bus related facilities. Capital Metro has combined its FY 2013 and FY 2014 apportionments (totaling \$4,232,549) and will use those funds in FY 2015 to replace clean diesel buses that have achieved or exceeded their useful life in terms of years and/or miles of service.

Capital Investment Program (Section 5309)

The Capital Investment Program is authorized by 49 U.S.C. 5309. Under this section, the Secretary of Transportation is authorized to make grants to assist in financing specified capital projects that will benefit the nation's transit systems. Section 5309 eligible projects include new fixed guideway capital projects, fixed guideway modernization, the Bus Program, and projects to develop corridors to support new fixed guideway projects. Capital Metro has several ongoing projects funded through this program. They include projects to replace or add new bus stop signage at passenger stations and facilities, replacement of vehicles used for the MetroAccess service that have achieved or exceeded their minimum useful life, and construction of bicycle storage facilities at various stations, park-and-ride lots and transit centers. The MetroRapid service has been implemented with capital assistance funding provided through the Section 5309 grant program.

Transportation Investments Generating Economic Recovery (TIGER) Discretionary Grant Program

The Transportation Investment Generating Economic Recovery, or TIGER, Discretionary Grant program provides a unique opportunity for the U.S. Department of Transportation to invest in road, rail, transit and port projects that promise to achieve critical national objectives. Since 2009, Congress has dedicated more than \$4.1 billion for six rounds to fund projects that have a significant impact on the nation, a region or a metropolitan area.

This highly competitive program enables the U.S. Department of Transportation (DOT) to examine a broad array of projects on their merits, to help ensure that taxpayers are getting the highest value for every dollar invested. In each round of TIGER, the DOT receives many applications to build and repair critical pieces of freight and passenger transportation networks. Applicants must detail the benefits their project would deliver for five long-term outcomes: safety, economic competitiveness, state of good repair, livability and environmental sustainability. Capital Metro was awarded \$11,337,989 in TIGER program funds during the fifth round of funding to undertake commuter and freight rail improvements totaling \$35,271,304. The improvements include upgrading railroad bridges, replacing existing 90-pound rail with 115-pound rail, including upgrading the timber and surface, adding new double-tracking at some stations and extending double tracks at other stations, as well as improving cross warning systems, sidings and wayside signal systems. The grant agreement for this project was recently executed and it is expected to be underway soon.

Other Grant Opportunities

Capital Metro continues to monitor and pursue other grant opportunities to maximize transit benefits available to the region. Recent efforts have resulted in great success. For example, Capital Metro has received Federal Highway Administration grants awarded through CAMPO. The funds received are for planning studies, mobility management and marketing campaigns as well as MetroRail track relocation at Plaza Saltillo. Also, the Texas Transportation Commission recently voted to award Capital Metro \$50 million to purchase four additional MetroRail cars and help construct a permanent, expanded downtown rail station. This funding will be critical in enabling Capital Metro to increase the frequency of trains on the Red Line, cutting the wait time from 34 minutes during peak travel periods to 15 minutes. It will also allow for the addition of a late train after 7 pm, giving more commuters a convenient alternative to their own vehicles.



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Non-Allocated Employee Benefits

Functions and Responsibilities

The Non-Allocated Employee Benefits department captures costs of various employee benefits agency-wide, such as health, dental, life insurance and the pension plans.

FY2014 Accomplishments

- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Reviewed benefit plan designs that provided savings and complied with changes required under the Affordable Care Act federal health plan. Revised the stop loss coverage for the health plan from \$250,000 to \$125,000 due to a decrease in membership size.
 - Processed the closure of the StarTran, Inc. health benefits with COBRA participants' coverage meeting the maximum time limits. Terminated the StarTran, Inc. 401(k) Retirement Plans.
 - Completed the request for proposal process for the Capital Metro Pension and 401(k) Retirement Plans and reduced the administrative cost to the plan and participants. Coordinated the conversion process of moving the administration to Lincoln Financial Services in July.
 - Completed the request for proposal process for the Capital Metro Medical, Dental, Flexible Spending, COBRA and HIPAA administration.

FY2015 Planned Initiatives

- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Review the possibility of changing plan design to give employees a lower cost option of medical coverage in alignment with the Bronze Plan of the Affordable Care Act federal health plan.
 - Include covered spouses in the health biometrics and health risk assessments to assist in recognition of any known health risk or illnesses. This is phase two in the plan to encourage employees and family members towards a healthier lifestyle.



Major Budgetary Changes

Benefits

Net increase of 643,726, primarily resulting from an increase of \$225,862 for required employer contributions to the pension plan, and an increase of \$353,491 related to fees for stop loss coverage, which have risen based on recent medical trends. Funding for healthcare claims is projected based on current claim utilization, the national medical trend and increases in eligible participants. Although the increase in the national medical trend is expected at 14.8%, the increase in medical costs for FY2015 is expected to be only 2.1%, which is well below the national trend. Capital Metro manages these costs through encouraging employees to complete health risk assessments and biometric testing, and will include spouses in this requirement for premium and cash incentives in FY2015 to help participants identify any health issues proactively. The medical plan network discounts through UnitedHealthcare (UHC) was 56% with local providers, which also contributes to controlling costs. In addition to these discounts, UHC offers wellness, health education and disease management programs for participants. Capital Metro also has a very proactive on-site wellness and fitness program. Lastly, increased funding for administrative fees under new contracts for retirement and health plans are also budgeted in FY2015.

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	Var \$ FY2015 VS. FY2014	Var % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010999 VOLUNTEER PAY	\$1,188	\$0	\$0	\$0	0.0%
51 5020902 SICK LEAVE-BARGAINING	(142,507)	-	-	-	0.0%
TOTAL SALARIES & WAGES	(141,319)	-	-	-	0.0%
BENEFITS					
51 5020200 401K FEES	-	-	25,000	25,000	100.0%
51 5020201 401K	(7,938)	-	-	-	0.0%
51 5020202 PENSION - BARGAIN	3,539,077	4,000,000	4,037,796	37,796	0.9%
51 5020203 PENSION - ADMIN	1,333,641	1,498,970	1,724,832	225,862	15.1%
51 5020204 L/T DISABILITY - ADMIN.	25,802	35,496	37,269	1,773	5.0%
51 5020301 HEALTH PLANS-ADMIN	2,254,076	2,941,334	3,294,825	353,491	12.0%
51 5020302 HEALTH PLANS- BARGAINING	(134)	-	-	-	0.0%
51 5020305 HEALTH PLAN - FEES	383,752	407,680	427,002	19,322	4.7%
51 5020311 HEALTH PLAN EMPLOYEE CONTRIBUTION-AD	(452,284)	(436,733)	(481,378)	(44,645)	10.2%
51 5020401 DENTAL PLANS-ADMIN	83,680	169,242	179,217	9,975	5.9%
51 5020411 DENTAL PLAN EMPLOYEE CONTRIBUTION-AD	(19,813)	(19,869)	(22,476)	(2,607)	13.1%
51 5020501 LIFE INSURANCE-ADMIN	55,002	46,590	54,999	8,409	18.0%
51 5020502 LIFE INSURANCE-BARGAINING	(1,749)	-	-	-	0.0%
55 5020411 DENTAL PLAN EMPLOYEE CONTRIBUTION-AD	(160)	-	-	-	0.0%
55 5020412 DENTAL PLAN EMPLOYEE CONTRIBUTION-BA	(27)	-	-	-	0.0%
51 5021411 OTHER BENEFITS - ADMIN	19,903	-	-	-	0.0%
51 5021415 RIDESHARE SUBSIDY	-	5,650	15,000	9,350	165.5%
51 5021443 RETIREMENT MEDICARE SUPPLEMENT PAYME	203,873	30,000	30,000	-	0.0%
55 5021413 OTHER BENEFITS - BARGAINING	36,910	-	-	-	0.0%
TOTAL BENEFITS	7,453,611	8,678,360	9,322,086	643,726	7.4%
TOTAL EXPENSES	\$7,312,292	\$8,678,360	\$9,322,086	\$643,726	7.4%

Wellness and Fitness Centers

Functions and Responsibilities

The Wellness and Fitness Center department's mission is to partner with our employees and contractors to improve and maintain healthy long-term lifestyle habits. The department's primary responsibilities are to:

- ◆ Develop innovative programs and implement solutions to health risk problems.
- ◆ Create awareness to change behaviors, develop healthy patterns and habits to achieve the goals of improving health, reduce costs and improve morale.
- ◆ Coordinate wellness initiatives to improve knowledge of health issues.
- ◆ Develop and manage fitness centers for Capital Metro.

FY2014 Accomplishments

- ◆ Demonstrate Regional Leadership
 - Worked with First Transit, Veolia, McDonald Transportation, MV Transportation and Capital Metro's Benefits Department to develop a seamless and cohesive approach to employee wellness. These strategic partnerships provided benchmarking data, mobile testing and incentive programs.
 - Capital Metro was designated a "Gold Fit-Friendly Worksite" by the American Heart Association recently due to efforts to improve employee health and to reduce the impact of tobacco on the workforce.
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Worked with other departments to continue the financially sustainable model for the Wellness Program, which includes cost sharing with all major contractors.
 - Implemented the Household Member Policy at fitness center, which allows certain household members of Capital Metro employees to participate in fitness activities.
 - "Gold" status membership to the Mayor's Health and Fitness Council in October.
 - Recognized in a Centers for State and Local Government article titled "Capital Metro (Austin, TX) Cuts Costs and Boosts Wellness" for positive return on investment and program success in December.
 - In March, Capital Metro was named one of Central Texas' Healthiest Employers by the Austin Business Journal.
- ◆ Deliver the Best Possible Customer Experience
 - Increased total wellness program participation from 39% to 46% of total eligible population.



FY2015 Planned Initiatives

- ◆ Demonstrate Regional Leadership
 - Work with Capital Metro, McDonald, MV, First Transit and other contractor Safety Departments to increase the overall focus on safety measures including, but not limited to, exercise programs that emphasize lower body, back and core strength, functional movements, and ergonomics.
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Promote healthy diets among all CMTA employees via effective management of the Healthy Options coupon program.
 - Enhance healthy cafeteria/vending programs to support CMTA efforts to promote a healthier lifestyle.
- ◆ Demonstrate the Value of Public Transportation in a Dynamic Community
 - Partner with the Community Involvement department to assist with programs such as, but not limited to, public transportation and bike to work programs, tobacco cessation, and physical activity.
- ◆ Deliver the Best Possible Customer Experience
 - Work with other departments to implement a fully equipped fitness center at the new downtown location on 209 W. Ninth Street.
 - Devote more resources to satellite locations such as North Operations, 209 W. Ninth Street and Thomson Lane locations with location-specific programs and incentive-based challenges.

Budgetary Changes

Other Expenses

Increase of \$7,315 in Other Professional Fees due to increase in the MediFit contract. MediFit is a fitness and health management company that provides a variety of comprehensive health promotion, fitness and wellness solutions for Capital Metro’s employees and their families. The cost of the Wellness Program is offset by estimated revenues in FY2015 of approximately \$160,000 collected from gym fees from Capital Metro’s employees and its contractors.

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	Var \$ FY2015 VS. FY2014	Var % FY2015 VS. FY2014
BENEFITS					
51 5020421 WELLNESS CENTER EXP	\$26,088	\$36,496	\$36,496	-	0.0%
TOTAL BENEFITS	26,088	36,496	36,496	-	0.0%
OTHER EXPENSES					
51 5030309 OTHER PROFESSIONAL FEES	235,882	248,500	255,815	7,315	2.9%
51 5039909 OTHER SERVICES	2,052	3,000	3,500	500	16.7%
51 5049901 OFFICE SUPPLIES	1,489	2,004	996	(1,008)	-50.3%
51 5049909 OTHER SUPPLIES	3,102	3,000	4,500	1,500	50.0%
51 5090101 DUES AND SUBSCRIPTIONS	97	150	150	-	0.0%
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	400	-	200	200	100.0%
51 5099901 POSTAGE	3	24	24	-	0.0%
51 5099992 RECOGNITION PROGRAM	9,565	10,004	10,004	-	0.0%
TOTAL OTHER EXPENSES	252,590	266,682	275,189	8,507	3.2%
TOTAL EXPENSES	\$278,679	\$303,178	\$311,685	\$8,507	2.8%

Child Care and Learning Center

Functions and Responsibilities

The Capital Metro Child Care and Learning Center opened on July 31, 2006. It is operated by Bright Horizons Family Solutions through a contract with Capital Metro. The Center provides an on-site, high quality child development environment to the families of Capital Metro, service contractors and the community. During the years of operation, a lower turnover and absenteeism rate for employees using the Center has been achieved. The subsidy for Capital Metro employees provides less than 20% of the Center's operating costs. The service contractors contribute \$40,000 annually to subsidize the Center as well. The community pays full tuition without any subsidy. The cost of the child care facility is offset by tuition revenue, estimated to be \$608,656 in FY2015. The Center also received \$14,400 through the Child and Adult Care Food Program. This contract is managed by the Human Resources department.

FY2014 Accomplishments

- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Maintained the subsidy for FY2014 below 20%. Final subsidy was 19%, including tuition and grant revenue. Expected subsidy for FY2014 is 16%.
 - Increased revenue resources from child care tuition from \$533,390 in FY2013 to \$637,578 in FY2014.
 - Increased revenue grant resources from Child and Adult Care Food Program from \$19,376 in FY2013 to \$22,000 in FY2014.
 - Increased enrollment and opened a new classroom to accommodate older infants to allow room for the infant waiting list, which consistently has more than 10 children.

FY2015 Planned Initiatives

- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Continue to review and adjust tuition levels to further reduce subsidy.
 - Continue to seek other grant opportunities to further reduce subsidy.
 - Review other options to provide child care for employees, contractor employees and the community, such as inclusion in Transit-Oriented Development projects.



Budgetary Changes

Other Expenses

Increase of \$69,376 in Other Professional due to increase in rates associated with adding a room and contractual increase in pricing.

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	Var \$ FY2015 VS. FY2014	Var % FY2015 VS. FY2014
OTHER EXPENSES					
51 5030309 OTHER PROFESSIONAL FEES	\$679,107	\$701,128	\$770,504	\$69,376	9.9%
TOTAL OTHER EXPENSES	679,107	701,128	770,504	69,376	9.9%
TOTAL EXPENSES	\$679,107	\$701,128	\$770,504	\$69,376	9.9%

Business Center

Functions and Responsibilities

The Business Center provides support services to Capital Metro, including printing, copying, scanning, postage, meeting room reconfiguration and messenger services through a contract with Ricoh. This contract is managed by the Vice President of Administration/Risk Management Compliance Officer.

FY2014 Accomplishments

- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Delivered document services at the lowest possible cost to the agency.
 - Ricoh installed all new printers and copiers with enhanced user functionality.
- ◆ Deliver the Best Possible Customer Experience
 - Distributed and stocked passenger guides across all fixed route services.
 - Collected and delivered lost-and-found articles across all modes of service.
 - Provided copier/fax/scan capabilities for the agency.

FY2015 Planned Initiatives

- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Continue to deliver document services at the lowest possible cost to the agency with the upgraded technology.
 - Provide additional in-house document finishing opportunities and efficiencies.
 - Develop user guide to communicate services offered.
- ◆ Deliver the Best Possible Customer Experience
 - Collect and deliver lost-and-found articles across all modes of service.
 - Continue to provide copier/fax/scan capabilities for the agency.



Budgetary Changes

There are no expected increases in FY2015 associated with the Ricoh contract for management of the Business Center.

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	Var \$ FY2015 VS. FY2014	Var % FY2015 VS. FY2014
OTHER EXPENSES					
51 5039901 COURIER AND DELIVERY SERVICES	\$3,926	\$10,000	\$9,996	(\$4)	0.0%
51 5039909 OTHER SERVICES	242,430	224,000	224,004	4	0.0%
51 5049901 OFFICE SUPPLIES	185	-	-	-	0.0%
51 5121202 OFFICE EQUIPMENT	16,185	81,600	81,600	-	0.0%
TOTAL OTHER EXPENSES	262,726	315,600	315,600	-	0.0%
TOTAL EXPENSES	\$262,726	\$315,600	\$315,600	-	0.0%

Executive Staff

Functions and Responsibilities

Executive staff provides leadership and direction to ensure that Capital Metro meets its mission, goals and objectives. Two key areas of focus are to provide direction and coordination on the Authority's various initiatives to ensure quality standards for the organization and to identify initiatives for ongoing improvement to customer service. Additionally, executive staff ensures sound ethics and fiscal management for the agency consistent with federal, state and local laws and sound public practices, which emphasize the most effective use of taxpayer funds through continuous improvements of the agency's operations. Executive staff ensures activities requiring involvement across the organization are properly coordinated and oversees the dissemination of information to ensure follow-through and timely communications with concerned stakeholders. This department serves as a liaison with the board of directors on policy issues affecting the Authority.

FY2014 Accomplishments

- ◆ Demonstrate the Value of Public Transportation in a Dynamic Community
 - Successfully launched MetroRapid routes 801 and 803. This project was the next major element in the current long-range transit plan, which received more than \$37 million in federal funding.
 - Increased the frequency and variety of public information about Capital Metro's services, projects and accomplishments in collaboration with other departments.
 - Increased communications with the public regarding the progress and launch of the MetroRapid project.
 - Won the Texas Comptroller's Leadership Circle Gold Member Award for transparency.
- ◆ Demonstrate Regional Leadership
 - Hosted "Linda in the Community" gatherings, which included presentations and briefings on agency initiatives to community stakeholders throughout the region.
 - Built support for regional transit investments by continuing planning efforts, including the federally funded Project Connect Central Corridor planning initiatives, which will provide a strong basis for high-capacity transportation choices.
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Developed and implemented improved process for obtaining outside legal counsel services to ensure consistency with other agency services.
 - Approved and implemented new fare structure.

- Continued IT process improvements to strengthen controls and eliminate gaps in service.
- Developed and implemented the Safety Task Force.
- Updated strategic plan with measureable goals and objectives.
- Improved efficiencies with the board of director's agenda packets by significantly decreasing printing costs by implementing tablet computers to conduct most of the board's business electronically, and implemented technology upgrades in the board room.
- ◆ Deliver the Best Possible Customer Experience
 - Continued implementation of Service Plan 2020.
 - Made improvements to the Capital Metro website with updates that include current trends in web communications and interactive tools for increased user friendliness.
 - Provided safe, reliable and accessible transportation.
 - Improved bike storage at transit facilities.
 - Advanced MetroRapid project with the launch of route 801 and initiated station construction for route 803.

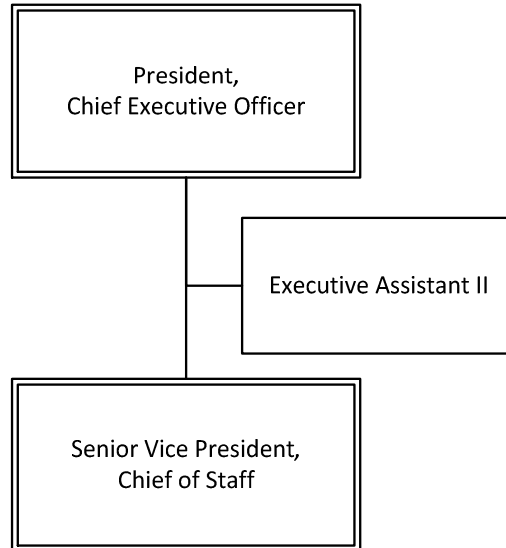
FY2015 Planned Initiatives

- ◆ Demonstrate Regional Leadership
 - Build support for regional transit investments by continuing planning efforts, including the Project Connect Central Corridor and North Corridor.
 - Continue outreach and coordination with regional communities to advance the Project Connect regional transit plan.
 - Continue outreach to non-member cities on the issue of providing service beyond our current service area boundary through a local government corporation or an interlocal agreement based on the recently updated service expansion policy.
- ◆ Demonstrate the Value of Public Transportation in a Dynamic Community
 - Play a key role in sustainable development and encourage transit-supportive development by advancing transit-oriented development projects near MetroRail stations and on agency owned property with the goal of increasing ridership, generating revenue to support service costs and meeting the values of the surrounding communities. This includes finalizing environmental work, initiating MetroRail track relocation construction, and developing the property at Saltillo Plaza.



- Continue roll-out of agency education and branding and increased communications regarding the progress of key agency initiatives.
- Continue implementation of the TIGER Grant program which includes funding that will provide operational flexibility for future service enhancements.
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Develop a business plan that will further strengthen the operating performance of the freight railroad.
 - Continue to refine the 20-Year Long-Range Financial Forecast and Capital Improvements Plan.
 - Implement new Project Max software that will replace current end-of-life financial software. This will result in improved tracking of funds and expenditures.
 - Implement new base fare that was adopted by the Capital Metro board of directors in FY2014.
 - Continue the roll-out of Leaders in Motion leadership development program training to all agency supervisors and managers.
 - Implement an asset management and State of Good Repair program in compliance with MAP-21.
 - Continue employee communication programs to address employee questions on key agency matters.
 - Continue to identify cost savings.
 - Develop and implement the Business 2 Business Program.

Executive Staff Department Organizational Chart



Budget Changes

Salaries and Wages

Increase of \$107,400 in Salaries and Wages due to five-year-anniversary sick leave accrual and approved merit-based salary increase.

Benefits

Net increase of \$883 in Benefits associated with payroll taxes resulting from changes in salaries and wages described previously and a lower state unemployment tax rate.

Other Expenses

Increase of \$5,000 in Dues and Subscriptions due to price change and an increase of \$5,000 in Lodging related to planned travel.



Capital Metropolitan Transportation Authority Approved FY2015
Operating and Capital Budget and Five Year Capital Improvement Plan

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	Var \$ FY2015 VS. FY2014	Var % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$481,282	\$460,163	\$561,322	\$101,159	22.0%
51 5010207 EXECUTIVE COMPENSATION	-	31,883	38,124	6,241	19.6%
51 5020901 SICK LEAVE-ADMIN	25,020	-	-	-	0.0%
51 5021001 HOLIDAY LEAVE-ADMIN	26,579	-	-	-	0.0%
51 5021101 VACATION LEAVE-ADMIN	50,476	-	-	-	0.0%
51 5021201 OTHER PAID LEAVE-ADMIN	308	-	-	-	0.0%
TOTAL SALARIES & WAGES	583,665	492,046	599,446	107,400	21.8%
BENEFITS					
51 5020101 FICA-ADMIN	32,800	24,782	25,831	1,049	4.2%
51 5020201 401K	25,000	25,000	24,996	(4)	0.0%
51 5020301 HEALTH PLANS-ADMIN	102,168	-	-	-	0.0%
51 5020701 STATE UNEMPLOYMENT-ADMIN	45	783	621	(162)	-20.7%
51 5021403 AUTOMOBILE	1,237	-	-	-	0.0%
TOTAL BENEFITS	161,250	50,565	51,448	883	1.7%
OTHER EXPENSES					
51 5030309 OTHER PROFESSIONAL FEES	308,991	-	-	-	0.0%
51 5039901 COURIER AND DELIVERY SERVICES	4	-	-	-	0.0%
51 5049901 OFFICE SUPPLIES	3,113	3,000	3,000	-	0.0%
51 5049909 OTHER SUPPLIES	409	-	-	-	0.0%
51 5050204 TELEPHONE-LOCAL	1,600	1,920	360	(1,560)	-81.3%
51 5090101 DUES AND SUBSCRIPTIONS	260,468	176,357	181,357	5,000	2.8%
51 5090201 AIRFARE - TRANSPORTATION	13,642	8,645	8,645	-	0.0%
51 5090205 TRAVEL - PER DIEM	5,172	3,325	3,325	-	0.0%
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	23,150	8,978	8,978	-	0.0%
51 5090211 LODGING	7,308	6,638	11,638	5,000	75.3%
51 5090215 TRAVEL - OTHER	456	665	665	-	0.0%
51 5099901 POSTAGE	92	-	-	-	0.0%
51 5099909 OTHER MISCELLANEOUS EXPENSES	517	6,000	6,000	-	0.0%
51 5099992 RECOGNITION PROGRAM	660	-	-	-	0.0%
TOTAL OTHER EXPENSES	625,583	215,528	223,968	8,440	3.9%
TOTAL EXPENSES	\$1,370,499	\$758,139	\$874,862	\$116,723	15.4%



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Communications

Functions and Responsibilities

The Communications department leads the development and execution of innovative communications strategies, including the dissemination of public information, media relations, social media, crisis communications, and coordination of internal and external stakeholder communications. The department serves as the primary contact point for the news media. The department provides communications strategy and support to other departments and the board of directors to carry out the Authority's mission through proactive communications strategies that drive positive messages and enhance Capital Metro's position in the community. The department establishes and implements Capital Metro's social media platforms, presenting user-friendly information through multiple channels for customers, stakeholders and employees.

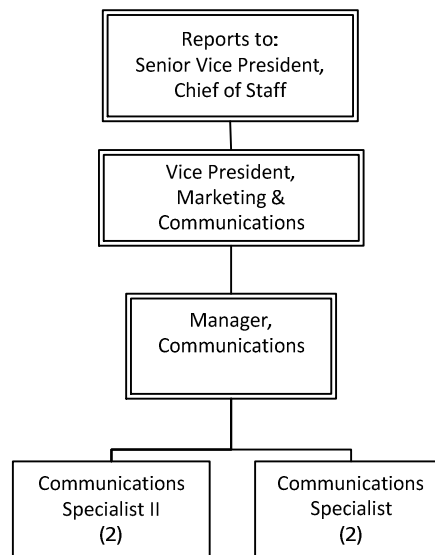
FY2014 Accomplishments

- ◆ Deliver the Best Possible Customer Experience
 - Continued implementation of an enhanced social media strategy and an improved website experience for customers and the general public.
- ◆ Demonstrate the Value of Public Transportation in a Dynamic Community
 - Increased the frequency and variety of information about Capital Metro's services, projects, initiatives and accomplishments to customers, elected and city officials, stakeholders, partner organizations, the general public and others.
 - Developed the strategy and implemented customer and media outreach communications for the launch of MetroRapid service and the mobile app.
 - Developed and implemented communications for Project Connect, Fare Restructure, Plaza Saltillo, MetroBike Shelters and Service Changes.
 - Continued enhanced outreach to local, regional and national media outlets.
 - Planned and implemented communications, and customer and media outreach activities surrounding major special events, including SXSW and Formula 1.
 - Implemented communications to customers, board of directors, stakeholders and the general public regarding crises and service disruptions.
 - Developed written materials for board members and agency representatives on initiatives and projects of interest to the media, community groups, customers, stakeholders and the general public.
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Developed and issued a comprehensive and user-friendly annual report to the community detailing the agency's financial health, services and projects.

FY2015 Planned Initiatives

- ◆ Deliver the Best Possible Customer Experience
 - Continue implementation of an enhanced social media strategy and improved website experience for customers and the general public.
- ◆ Demonstrate the Value of Public Transportation in a Dynamic Community
 - Continue increasing the frequency and variety of information about Capital Metro’s services, projects and accomplishments in collaboration with other departments, and with enhanced outreach to additional media outlets.
 - Continue increasing communications regarding the progress of major agency projects, such as MetroRapid and Project Connect, and agency initiatives, including the fare restructure, Plaza Saltillo and mobile app.
 - Continue developing materials for board members and agency representatives on initiatives and projects of interest to the media, community groups and other attendees.
 - Continue planning and implementing communications around major special events, including the MetroRapid service rollout, SXSW and Formula 1.
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Develop and issue a comprehensive and user-friendly annual report to the community detailing the agency’s financial health, services and projects.

Communications Department Organizational Chart





Budget Changes

Salaries and Wages

Increase of \$14,075 in Salaries and Wages due to proposed merit-based salary increase in FY2015. Two part-time intern positions were consolidated into one full-time position during FY2014.

Benefits

Net increase of \$555 in Benefits associated with payroll taxes resulting from changes in salaries and wages described previously and a lower state unemployment tax rate.

Other Expenses

Net decrease of \$80,004 in consulting fees results from a combination of factors. Funding of \$65,000 for Consultation Fees was transferred to the Marketing department for Project Connect support in FY2014. The budget for Consultation Fees reflects funding of \$25,000 in FY2015 to help promote a series of public transit events throughout the year, which marks Capital Metro's 30-year anniversary. Increase of \$19,400 in Other Professional Fees to restore a media clipping/social media tool.

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	Var \$ FY2015 VS. FY2014	Var % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$169,117	\$292,014	\$306,089	\$14,075	4.8%
51 5010304 INTERN PAY	-	-	-	-	0.0%
51 5020901 SICK LEAVE-ADMIN	9,195	-	-	-	0.0%
51 5021001 HOLIDAY LEAVE-ADMIN	10,767	-	-	-	0.0%
51 5021101 VACATION LEAVE-ADMIN	9,341	-	-	-	0.0%
51 5021201 OTHER PAID LEAVE-ADMIN	672	-	-	-	0.0%
TOTAL SALARIES & WAGES	199,092	292,014	306,089	14,075	4.8%
BENEFITS					
51 5020101 FICA-ADMIN	20,390	21,728	22,734	1,006	4.6%
51 5020701 STATE UNEMPLOYMENT-ADMIN	36	1,486	1,035	(451)	-30.3%
TOTAL BENEFITS	20,426	23,214	23,769	555	2.4%
OTHER EXPENSES					
51 5030303 CONSULTATION FEES	27,627	247,004	167,000	(80,004)	-32.4%
51 5030309 OTHER PROFESSIONAL FEES	3,915	6,000	25,400	19,400	323.3%
51 5030401 TEMPORARY HELP	19,586	-	-	-	0.0%
51 5039909 OTHER SERVICES	1,939	-	-	-	0.0%
51 5049901 OFFICE SUPPLIES	979	420	600	180	42.9%
51 5049909 OTHER SUPPLIES	467	-	-	-	0.0%
51 5050204 TELEPHONE-LOCAL	1,559	1,920	1,920	-	0.0%
51 5090101 DUES AND SUBSCRIPTIONS	1,108	1,529	2,155	626	40.9%
51 5090201 AIRFARE - TRANSPORTATION	5	1,975	1,800	(175)	-8.9%
51 5090205 TRAVEL - PER DIEM	148	900	1,400	500	55.6%
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	334	1,975	6,755	4,780	242.0%
51 5090211 LODGING	-	2,000	2,000	-	0.0%
51 5090215 TRAVEL - OTHER	-	-	-	-	0.0%
51 5090804 ADVERTISING/PROMOTION MEDIA	-	3,000	-	(3,000)	-100.0%
51 5099901 POSTAGE	32	-	-	-	0.0%
TOTAL OTHER EXPENSES	57,699	266,723	209,030	(57,693)	-21.6%
TOTAL EXPENSES	\$277,217	\$581,951	\$538,888	(\$43,063)	-7.4%



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Government Affairs/ Office of Diversity

Functions and Responsibilities

The purpose of the Government Affairs department is to develop relationships with local, state, and federal elected officials and community leaders and to research and develop legislative strategies and policies relevant to the Authority's interest in providing regional transportation services.

The purpose of the Office of Diversity is to manage, coordinate and implement federal civil rights programs: Disadvantaged Business Enterprise (DBE), Title VI of the Civil Rights Act of 1964, Equal Employment Opportunity (EEO) and American with Disabilities Act (ADA) in accordance with federal regulations as well as providing technical assistance to stakeholders.

FY2014 Accomplishments

- ◆ Demonstrate Regional Leadership
 - Partnered with twenty different jurisdictions and organizations to pass resolutions of support for Project Connect.
 - Coordinated efforts with the Planning department to expand service by reconsidering and amending the Service Expansion Plan, which will allow Capital Metro to grow the service area and customer base.
 - Partnered with minority chambers of commerce in outreach to Small Businesses Enterprise (SBE), Historically Underutilized Businesses (HUBs) and DBEs in the region to take part in Capital Metro's initiatives.
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Continued the transition from SAFETEA-LU transportation funding and regulations to the new MAP-21 requirements.
 - Monitored DBE Program and achieve established goals.
 - Monitored Title VI Program compliance.
 - Monitored EEO Program compliance.
 - Monitored ADA Program compliance.

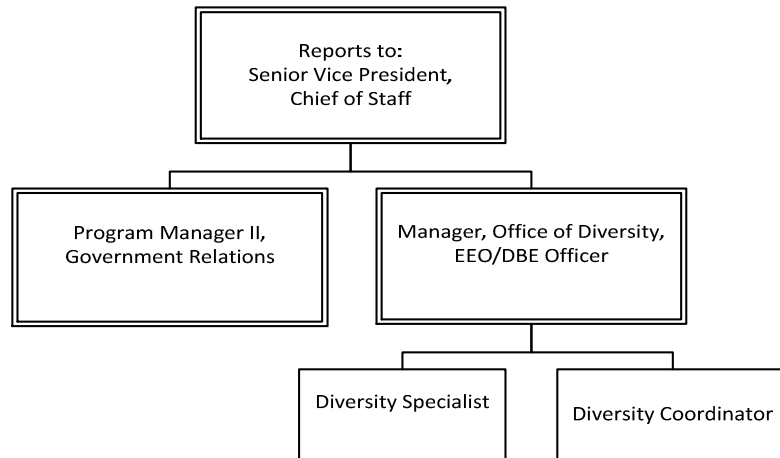
- Enhanced employee cultural awareness initiatives.
- Revised EEO/Affirmative Action Plan approved by FTA.
- ◆ Deliver the Best Possible Customer Experience
 - Assisted in the development of the Positive Train Control implementation.
 - Received the TIGER Grant funding to increase frequency and capacity of the Red Line and freight service.
- ◆ Demonstrate the Value of Public Transportation in a Dynamic Community
 - Worked with the Planning department to develop a policy to use federal dollars combined with local participant funds to expand service inside and outside the service area.

FY2015 Planned Initiatives

- ◆ Demonstrate Regional Leadership
 - Continue to work with other transportation related organizations and elected leaders to plan for innovative solutions to address congestion and service issues.
 - Promote outreach of SBE, HUBs and DBEs in the region to take part in Capital Metro's initiatives by hosting networking forums and partnering with other government agencies.
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Work with Operations and Finance to identify MAP-21 best practices to enhance organizational development.
 - Monitor DBE Program and achieve the 20% DBE goal approved for FY2014-FY2016.
 - Monitor Title VI Program compliance.
 - Monitor EEO Program compliance.
 - Monitor ADA Program Compliance.
 - Enhance Employee Cultural Awareness Initiatives.
- ◆ Deliver the Best Possible Customer Experience
 - Continue work with Congressional delegation and FRA to effectively implement positive train control technology.
 - Continue working with Operations to identify funding that will improve the operations of bus and rail, making service more accessible and reliable.

- Continue to pressure Congressional leadership to work with other state and national partners to provide adequate funding for transit.
- ◆ Demonstrate the Value of Public Transportation in a Dynamic Community
 - Use opportunities through Project Connect to educate elected officials inside and outside the service area about the benefits of transit.
 - Work with community leaders and strengthen ties within the region in order to develop transportation solutions, using local government corporations and other tools, which meet the needs of various types of riders.

Government Affairs/Office of Diversity Department Organizational Chart



Budget Changes

Salaries and Wages

Increase of \$11,779 in Salaries and Wages due to reclassifying a DBE specialist position to a Diversity Coordinator position change, as well as the approved merit-based salary increase.

Benefits

Net increase of \$1,598 in Benefits associated with payroll taxes resulting from changes in salaries and wages described previously and a lower state unemployment tax rate.

Other Expenses

Increase of \$54,500 in Other Professional Fees, most of which will fund participation in a disparity study with other local governments. This study will help assess the perception of Capital Metro’s procurement and contracting practices among the DBE, minority-owned, and women-owned small business community. Increase of \$22,300 in Dues and Subscriptions due to Politico Pro News, Texas Transit Association, and Telicon News Service subscriptions.



Capital Metropolitan Transportation Authority Approved FY2015
Operating and Capital Budget and Five Year Capital Improvement Plan

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	Var \$ FY2015 VS. FY2014	Var % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	-	\$274,983	\$286,762	\$11,779	4.3%
TOTAL SALARIES & WAGES	-	274,983	286,762	11,779	4.3%
BENEFITS					
51 5020101 FICA-ADMIN	-	20,423	21,298	875	4.3%
51 5020701 STATE UNEMPLOYMENT-ADMIN	-	1,044	828	(216)	-20.7%
51 5021403 AUTOMOBILE	-	1,685	2,624	939	55.7%
TOTAL BENEFITS	-	23,153	24,750	1,598	6.9%
OTHER EXPENSES					
51 5030303 CONSULTATION FEES	-	348,464	351,776	3,312	1.0%
51 5030309 OTHER PROFESSIONAL FEES	-	31,000	85,500	54,500	175.8%
51 5039909 OTHER SERVICES	-	1,200	1,500	300	25.0%
51 5049901 OFFICE SUPPLIES	-	5,208	5,208	-	0.0%
51 5050204 TELEPHONE-LOCAL	-	1,548	960	(588)	-38.0%
51 5090101 DUES AND SUBSCRIPTIONS	-	1,750	24,050	22,300	1274.3%
51 5090201 AIRFARE - TRANSPORTATION	-	4,575	4,550	(25)	-0.5%
51 5090205 TRAVEL - PER DIEM	-	3,550	3,404	(146)	-4.1%
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	-	5,455	4,650	(805)	-14.8%
51 5090211 LODGING	-	6,925	7,200	275	4.0%
51 5090215 TRAVEL - OTHER	-	330	1,200	870	263.6%
51 5099909 OTHER MISCELLANEOUS EXPENSES	-	-	2,500	2,500	0.0%
TOTAL OTHER EXPENSES	-	410,005	492,498	82,493	20.1%
TOTAL EXPENSES	-	\$708,141	\$804,011	\$95,870	13.5%

Board of Directors Department

Functions and Responsibilities

The Board of Directors department provides support to the board of directors and president/chief executive officer to achieve the strategic mission and vision of Capital Metropolitan Transportation Authority (Capital Metro). The department coordinates monthly board and committee meetings and periodic work sessions on strategic issues. The department works with the Legal department to ensure compliance with the Texas Transportation Code, Section 451, and Texas Open Meetings Act requirements. The Board of Directors department also facilitates communication between the board of directors, Capital Metro staff and members of the public.

FY2014 Accomplishments

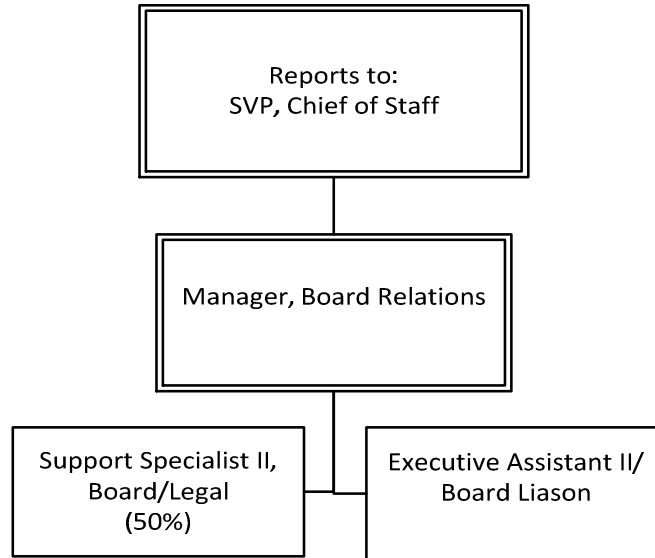
- ◆ Deliver the Best Possible Customer Experience
 - Upgraded boardroom technology to improve the quality of presentations in the boardroom and during live streaming of board meetings.
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Began practice of using tablet computers and issuing backup materials to board members in electronic format to reduce paper waste in keeping with Capital Metro's commitment to sustainable business practices.
 - Continued to standardize and document Capital Metro board policies to increase efficiency and transparency. Began formal cross-training program for staff.

FY2015 Planned Initiatives

- ◆ Deliver the Best Possible Customer Experience
 - Evaluate and continue to improve the use of technology in communicating with the board of directors and the public. Includes but not limited to improved access to backup materials for the visually impaired, creation of a board portal for all backup materials, live streaming of board and committee meetings, and greater use of electronic backup materials.
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Develop and document processes for board of directors' development, including new member orientation, board evaluation and feedback processes, and strategic planning.

- ◆ Demonstrate Regional Leadership
 - Support regional transit plan by increasing visibility and awareness of Project Connect events, plans, meetings and public outreach in board communications and meetings.

Board of Directors Department Organizational Chart



Budget Changes

Salaries and Wages

Increase of \$5,259 in Salaries and Wages due to approved merit-based salary increase.

Benefits

Net increase of \$232 in Benefits associated with payroll taxes resulting from changes in salaries and wages described previously and a lower state unemployment tax rate.

Other Expenses

Decrease of \$24,200 in Airfare Transportation and a decrease of \$4,321 in Lodging due to reduced travel.



Capital Metropolitan Transportation Authority Approved FY2015
Operating and Capital Budget and Five Year Capital Improvement Plan

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	Var \$ FY2015 VS. FY2014	Var % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$124,153	\$190,519	\$195,778	\$5,259	2.8%
51 5020901 SICK LEAVE-ADMIN	10,597	-	-	-	0.0%
51 5021001 HOLIDAY LEAVE-ADMIN	6,058	-	-	-	0.0%
51 5021101 VACATION LEAVE-ADMIN	11,685	-	-	-	0.0%
51 5021201 OTHER PAID LEAVE-ADMIN	1,074	-	-	-	0.0%
TOTALSALARIES & WAGES	153,567	190,519	195,778	5,259	2.8%
BENEFITS					
51 5020101 FICA-ADMIN	10,383	14,242	14,636	394	2.8%
51 5020701 STATE UNEMPLOYMENT-ADMIN	24	783	621	(162)	-20.7%
TOTAL BENEFITS	10,407	15,025	15,257	232	1.5%
OTHER EXPENSES					
51 5030309 OTHER PROFESSIONAL FEES	5,998	-	-	-	0.0%
51 5039901 COURIER AND DELIVERY SERVICES	182	672	344	(328)	-48.8%
51 5039909 OTHER SERVICES	10,768	43,320	42,776	(544)	-1.3%
51 5049901 OFFICE SUPPLIES	1,885	1,700	1,704	4	0.2%
51 5049908 SUPPLIES-BOARD OF DIRECTORS	-	1,150	1,104	(46)	-4.0%
51 5049909 OTHER SUPPLIES	125	-	-	-	0.0%
51 5049915 NON CAPITAL EQUIPMENT	2,140	-	-	-	0.0%
51 5050204 TELEPHONE-LOCAL	482	1,260	1,260	-	0.0%
51 5090101 DUES AND SUBSCRIPTIONS	6,320	-	2,500	2,500	0.0%
51 5090201 AIRFARE - TRANSPORTATION	4,366	42,200	18,000	(24,200)	-57.3%
51 5090205 TRAVEL - PER DIEM	16,311	15,000	14,028	(972)	-6.5%
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	19,611	19,720	20,616	896	4.5%
51 5090211 LODGING	8,321	18,700	14,379	(4,321)	-23.1%
51 5090215 TRAVEL - OTHER	106	-	-	-	0.0%
51 5099901 POSTAGE	124	120	120	-	0.0%
TOTAL OTHER EXPENSES	76,740	143,842	116,831	(27,011)	-18.8%
TOTAL EXPENSES	\$240,713	\$349,386	\$327,866	(\$21,520)	-6.2%



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Internal Audit

Functions and Responsibilities

The Internal Audit department reports directly to the board of directors and is an independent and objective source of advice, consulting and assurance services. Internal Audit provides assurance on Capital Metro's governance, risk management, and control processes to help the organization achieve its strategic, operational, financial, and compliance objectives. In addition, Internal Audit is a catalyst for improving effectiveness and efficiency by providing insight and recommendations based on a systematic analysis and assessment of data and business processes. Internal Audit also shares best practices and suggests ways for reducing costs and enhancing revenues.

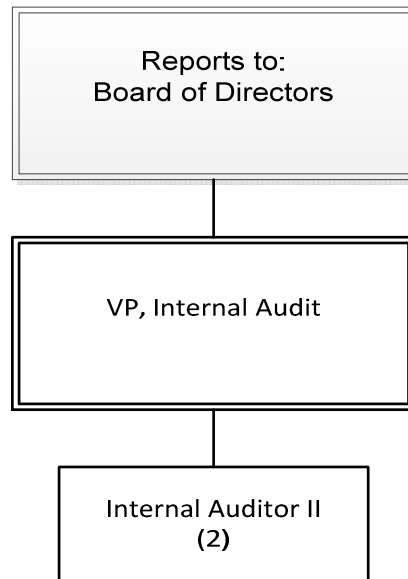
FY2014 Accomplishments

- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Completed five comprehensive performance audits and one contracted services monitoring/payments review.
 - Provided advisory and consulting services, including monitoring the implementation of the enterprise resource planning system (ERP), researching and identifying recommendations to management for a grants control framework and supporting procedures, performing an assessment and developing a template workflow for managing non-procurement agreements, and participating as a non-voting member on various management committees.
 - Performed two comprehensive biannual status updates, which assessed implementation status of over one-hundred corrective action plans for twelve outstanding internal audits. Assisted executive leadership by refining tools and processes for continuously monitoring the implementation status of outstanding corrective action plans.
 - Co-developed and presented annual Ethics and Fraud Prevention training sessions to all Capital Metro employees in cooperation with Legal and Human Resources staff.
 - Assessed the Internal Audit department's operational effectiveness and compliance with professional auditing standards through an external independent quality assurance review.
 - Performed comprehensive organization-wide risk assessment and used results to develop the FY2015-2016 Internal Audit Services Plan.
 - Tested and implemented upgrade to audit management software.
- ◆ Demonstrate Regional Leadership
 - Internal Audit Team members hold leadership roles in the Institute of Internal Auditors Austin Chapter.

FY2015 Planned Initiatives

- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Perform audits from the FY2015-2016 Internal Audit Services Plan. Assist management by assessing operational and business risks and focusing internal audit resources in the most cost-effective and efficient manner.
 - Provide proactive advisory and consulting services to management and the board, including the ERP implementation that is currently underway.
- ◆ Demonstrate Regional Leadership
 - Provide leadership and service role to professional organizations and peer transit agencies.

Internal Audit Department Organizational Chart





Budget Changes

Salaries and Wages

Increase of \$9,269 in Salaries and Wages due to approved merit-based salary increase.

Benefits

Net increase of \$401 in Benefits associated with payroll taxes resulting from changes in salaries and wages described previously and a lower state unemployment tax rate.

Other Expenses

Decrease of \$10,000 in Audit Fees due to completion of first phase of network security assessment and required external quality assurance review. Decrease of \$1,000 in Airfare Transportation and decrease of \$1,375 in Seminars.

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	Var \$ FY2015 VS. FY2014	Var % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$224,751	\$288,229	\$297,498	\$9,269	3.2%
51 5020901 SICK LEAVE-ADMIN	14,010	-	-	-	0.0%
51 5021001 HOLIDAY LEAVE-ADMIN	14,517	-	-	-	0.0%
51 5021101 VACATION LEAVE-ADMIN	18,710	-	-	-	0.0%
51 5021201 OTHER PAID LEAVE-ADMIN	3,845	-	-	-	0.0%
TOTALSALARIES & WAGES	275,834	288,229	297,498	9,269	3.2%
BENEFITS					
51 5020101 FICA-ADMIN	19,453	20,191	20,753	563	2.8%
51 5020701 STATE UNEMPLOYMENT-ADMIN	27	783	621	(162)	-20.7%
TOTAL BENEFITS	19,480	20,974	21,374	401	1.9%
OTHER EXPENSES					
51 5030301 AUDIT FEES	-	75,000	65,000	(10,000)	-13.3%
51 5049901 OFFICE SUPPLIES	346	1,200	420	(780)	-65.0%
51 5049904 TRAINING MATERIALS	70	-	-	-	0.0%
51 5049915 NON CAPITAL EQUIPMENT	1,392	-	-	-	0.0%
51 5090101 DUES AND SUBSCRIPTIONS	2,600	2,435	2,581	146	6.0%
51 5090201 AIRFARE - TRANSPORTATION	-	1,000	-	(1,000)	-100.0%
51 5090205 TRAVEL - PER DIEM	-	300	-	(300)	-100.0%
51 5090206 TOLL ROAD CHARGES	199	-	-	-	0.0%
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	1,043	7,297	5,922	(1,375)	-18.8%
51 5090211 LODGING	-	700	-	(700)	-100.0%
51 5090215 TRAVEL - OTHER	-	136	135	(1)	-0.7%
51 5099901 POSTAGE	-	25	24	(1)	-4.0%
TOTAL OTHER EXPENSES	5,650	88,093	74,082	(14,011)	-15.9%
TOTAL EXPENSES	\$300,964	\$397,296	\$392,954	(\$4,342)	-1.1%



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Strategic Operations Management and Administration

Functions and Responsibilities

The Strategic Operations Management and Administrative department provides oversight and guidance for all Capital Metro operations, including the Authority's bus, paratransit, freight rail, passenger rail, maintenance, safety, security and information technology functions.

The focus of operations in FY2015 is to continue to identify opportunities to improve service delivery. Operations will implement many new policies, creating the need for revised processes, procedures and systems to measure our success. Another focus area will be the continued implementation of the Intelligent Transportation Systems (ITS) and Automatic Vehicle Location (AVL) systems monitoring the impact on future service.

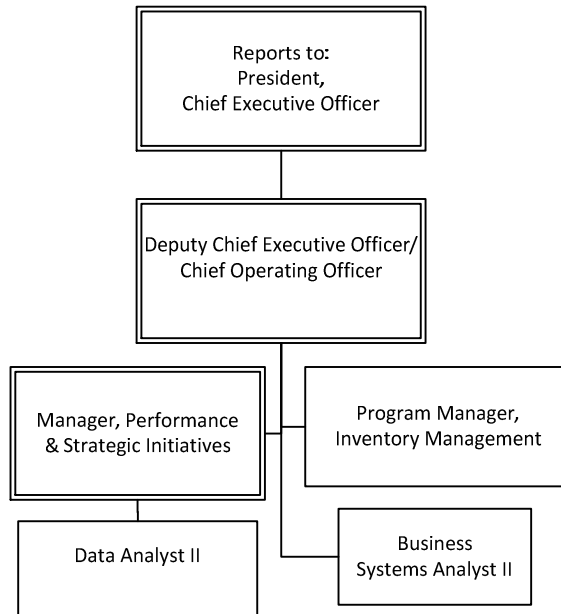
FY2014 Accomplishments

- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Conducted a cost-benefit analysis to determine best practices for vanpool program. The agency partnered with Texas Transportation Institute to develop a comprehensive cost/benefit analysis to determine the cost effectiveness of vanpool operations.
 - As a result of the cost-benefit analysis, Capital Metro contracted the service delivery of vanpool services. The option to contract services out to a third-party vendor eliminates the need to invest capital dollars for vehicle replacements.
 - Operations developed a cross functional team to evaluate the current state of the detour process to ensure optimum service delivery to our customer.
 - Developed, established and implemented standards for the crossings and signals.
- ◆ Deliver the Best Possible Customer Experience
 - Implemented and continued to refine contract management plans for providers of bus and paratransit services. Contract management plans implemented and contract performance reported quarterly.

FY2015 Initiatives

- ◆ Continue to Improve Organizational Practices and Develop Staff
 - In FY2015, the operations staff will continue assessing all the requirements for the implementation of MAP-21 federal requirements. Staff will begin the process of understanding the necessary requirements by attending several training sessions and developing a plan for effective implementation strategies.
 - In FY2015, the operations staff will continue the effort to implement a State of Good Repair Plan for all assets and continue to comply with the requirements outlined in the long range financial plan.
 - The Information Technology department will continue to implement several IT projects in order to maintain the state of good repair of technology as outlined in the agency IT strategic plan.
- ◆ Deliver the Best Possible Customer Experience
 - Operations staff will continue to develop and implement processes to improve service delivery to customers during major events such as Formula1, Austin City Limits and other major events that impact service delivery.
 - Operations staff will continue its focus on system safety. Several safety initiatives will continue in FY2015 in order to continue to provide safe, reliable service to the customer and the community we serve.
 - Operations will continue to assist in the implementation of new services.
- ◆ Demonstrate Regional Leadership
 - Operations staff will continue to participate in major initiatives that enhance Capital Metro's role as a regional transportation partner, including Project Connect implementation.
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Continue to map process and re-map key and critical processes to improve efficiencies and service delivery.
 - Develop and implement a standardized project management program for Capital Metro.
 - Continue effective performance reporting systems of the Strategic Plan and Capital Budget.

Operations Organizational Chart



Budget Changes

Salaries and Wages

Increase of \$113,626 in Salaries and Wages due to transfer of one position from the RideShare department and approved merit-based salary increase.

Benefits

Net increase of \$6,707 in Benefits associated with payroll taxes resulting from changes in salaries and wages described previously and a lower state unemployment tax rate.

Other Expenses

Increase of \$26,200 in Other Professional Fees to add centralized funding for project management training and for secret shopper services to help prevent/detect fare evasion. Increase of \$20,675 in Seminars, Conferences and Registration to allow Capital Metro to host the American Bus Benchmarking Group conference.



Capital Metropolitan Transportation Authority Approved FY2015
Operating and Capital Budget and Five Year Capital Improvement Plan

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	Var \$ FY2015 VS. FY2014	Var % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$248,451	\$426,226	\$539,852	\$113,626	26.7%
51 5020901 SICK LEAVE-ADMIN	17,865	-	-	-	0.0%
51 5021001 HOLIDAY LEAVE-ADMIN	14,780	-	-	-	0.0%
51 5021101 VACATION LEAVE-ADMIN	32,024	-	-	-	0.0%
51 5021201 OTHER PAID LEAVE-ADMIN	-	-	-	-	0.0%
TOTAL SALARIES & WAGES	313,120	426,226	539,852	113,626	26.7%
BENEFITS					
51 5020101 FICA-ADMIN	17,765	26,767	33,487	6,720	25.1%
51 5020201 401K	18,024	25,108	25,104	(4)	0.0%
51 5020701 STATE UNEMPLOYMENT-ADMIN	-	1,044	1,035	(9)	-0.9%
51 5021403 AUTOMOBILE	7,091	7,200	7,200	-	0.0%
TOTAL BENEFITS	42,880	60,119	66,826	6,707	11.2%
OTHER EXPENSES					
51 5030309 OTHER PROFESSIONAL FEES	-	343,800	370,000	26,200	7.6%
51 5039909 OTHER SERVICES	558	-	-	-	0.0%
51 5049901 OFFICE SUPPLIES	2,867	1,800	1,800	-	0.0%
51 5090201 AIRFARE - TRANSPORTATION	1,131	3,950	1,200	(2,750)	-69.6%
51 5090205 TRAVEL - PER DIEM	374	1,204	600	(604)	-50.2%
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	1,246	5,000	25,675	20,675	413.5%
51 5090211 LODGING	838	3,456	2,600	(856)	-24.8%
51 5099901 POSTAGE	1	16	-	(16)	-100.0%
51 5099909 OTHER MISCELLANEOUS EXPENSES	295	-	-	-	0.0%
TOTAL OTHER EXPENSES	7,310	359,226	401,875	42,649	11.9%
TOTAL EXPENSES	\$363,310	\$845,571	\$1,008,553	\$162,982	19%



Strategic Management

Effective May 1, 2013, the Office of Strategic Management was combined with the Strategic Operations Management and Administration department as part of a reorganization designed to help move the organization forward and position Capital Metro as a leader in not only providing mobility but also to develop consensus on long-term transit investments.

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	Var \$ FY2015 VS. FY2014	Var % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$109,202	-	-	-	0.0%
51 5020901 SICK LEAVE-ADMIN	5,826	-	-	-	0.0%
51 5021001 HOLIDAY LEAVE-ADMIN	7,492	-	-	-	0.0%
51 5021101 VACATION LEAVE-ADMIN	7,552	-	-	-	0.0%
51 5021201 OTHER PAID LEAVE-ADMIN	576	-	-	-	0.0%
SALARIES & WAGES	130,648	-	-	-	0.0%
BENEFITS					
51 5020101 FICA-ADMIN	8,371	-	-	-	0.0%
51 5020701 STATE UNEMPLOYMENT-ADMIN	18	-	-	-	0.0%
TOTAL BENEFITS	8,389	-	-	-	0.0%
OTHER EXPENSES					
51 5030303 CONSULTATION FEES	-	-	-	-	0.0%
51 5030309 OTHER PROFESSIONAL FEES	11,991	-	-	-	0.0%
51 5049901 OFFICE SUPPLIES	1,530	-	-	-	0.0%
51 5049909 OTHER SUPPLIES	-	-	-	-	0.0%
51 5090101 DUES AND SUBSCRIPTIONS	459	-	-	-	0.0%
51 5090201 AIRFARE - TRANSPORTATION	464	-	-	-	0.0%
51 5090205 TRAVEL - PER DIEM	797	-	-	-	0.0%
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	-	-	-	-	0.0%
51 5090211 LODGING	517	-	-	-	0.0%
51 5099901 POSTAGE	2	-	-	-	0.0%
51 5099909 OTHER MISCELLANEOUS EXPENSES	-	-	-	-	0.0%
TOTAL OTHER EXPENSES	15,760	-	-	-	0.0%
TOTAL EXPENSES	\$154,797	-	-	-	0%



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Safety

Effective May 1, 2013, the Safety department was combined with the Risk Management department as part of a reorganization designed to help move the organization forward and position Capital Metro as a leader in not only providing mobility but also to develop consensus on long-term transit investments.

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	Var \$ FY2015 VS. FY2014	Var % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$59,643	-	-	-	0.0%
51 5020901 SICK LEAVE-ADMIN	4,566	-	-	-	0.0%
51 5021001 HOLIDAY LEAVE-ADMIN	3,972	-	-	-	0.0%
51 5021101 VACATION LEAVE-ADMIN	8,092	-	-	-	0.0%
51 5021201 OTHER PAID LEAVE-ADMIN	310	-	-	-	0.0%
TOTAL SALARIES & WAGES	76,583	-	-	-	0.0%
BENEFITS					
51 5020101 FICA-ADMIN	5,802	-	-	-	0.0%
51 5020701 STATE UNEMPLOYMENT-ADMIN	9	-	-	-	0.0%
TOTAL BENEFITS	5,811	-	-	-	0.0%
OTHER EXPENSES					
51 5030309 OTHER PROFESSIONAL FEES	458	-	-	-	0.0%
51 5030509 REPAIR & MAINTENANCE-OTHER	618	-	-	-	0.0%
51 5039909 OTHER SERVICES	1,323	-	-	-	0.0%
51 5040121 GASOLINE	4,064	-	-	-	0.0%
51 5049901 OFFICE SUPPLIES	525	-	-	-	0.0%
51 5049909 OTHER SUPPLIES	17,183	-	-	-	0.0%
51 5049915 NON CAPITAL EQUIPMENT	1,751	-	-	-	0.0%
51 5050204 TELEPHONE-LOCAL	49	-	-	-	0.0%
51 5070502 GASOLINE FUEL TAX	288	-	-	-	0.0%
51 5090101 DUES AND SUBSCRIPTIONS	560	-	-	-	0.0%
51 5090201 AIRFARE - TRANSPORTATION	413	-	-	-	0.0%
51 5090205 TRAVEL - PER DIEM	402	-	-	-	0.0%
51 5090206 TOLL ROAD CHARGES	22	-	-	-	0.0%
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	770	-	-	-	0.0%
51 5090211 LODGING	966	-	-	-	0.0%
51 5099901 POSTAGE	14	-	-	-	0.0%
51 5099907 SAFETY EQUIPMENT	-	-	-	-	0.0%
51 5099909 OTHER MISCELLANEOUS EXPENSES	362	-	-	-	0.0%
TOTAL OTHER EXPENSES	29,768	-	-	-	0.0%
TOTAL EXPENSES	\$112,162	-	-	-	0.0%



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Security

Functions and Responsibilities

The Security department's primary goal is to provide a safe and secure transportation system for employees, contractors and the general public by conducting frequent patrols on foot, in vehicles and electronically. The department maintains professional development and training of security personnel to enhance or increase skill levels. Additionally, Security collaborates with local law-enforcement agencies and community entities that provide enhanced services to the customers, employees, and contractors. The Security department maintains the access control components for all facilities, including the rail corridor.

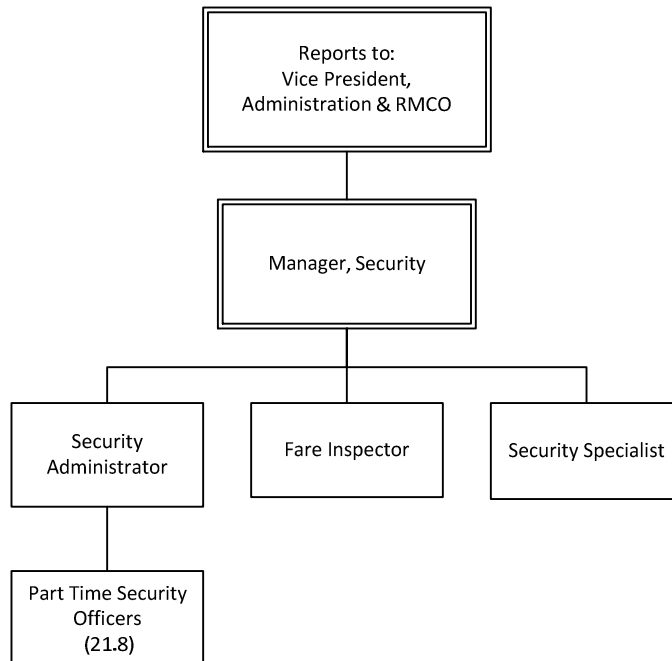
FY2014 Accomplishments

- ◆ Deliver the Best Possible Customer Experience
 - Reduction of 11% in part I offenses (crimes against the person).
 - Reduction of 1% in part II offenses (crimes against property).
 - Increased rate of fare inspections on MetroRail from 1% of ridership to 6% of ridership.
 - Coordinated with the United States Secret Service and the City of Austin to provide vehicles and security service for the Presidential visit.
 - Deployed four fare inspectors for more visibility on rail and MetroRapid routes.

FY2015 Planned Initiatives

- ◆ Deliver the Best Possible Customer Experience
 - Push towards a goal of 10% inspection rate for MetroRail and MetroRapid to increase visibility.
 - Re-branding a portion of Security vehicles in the color and configuration schemes of the Austin Police department, which will reduce response time to emergency calls.
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Technology and Vehicles – Roll out improved security software to increase efficiency and communication capability in crisis situations and other inter-agency emergency notifications and responses.
 - Installation of new security and safety based camera system on commuter rail.
 - Roll out of internal online request for service forms and electronic forms for OrbCad system implementation.

Security Department Organizational Chart





Budget Changes

Salaries and Wages

Net increase of \$27,555 in Salaries and Wages due to pay rate increase for the law enforcement supervisory positions and the approved merit-based salary increase.

Benefits

Net decrease of \$3,288 in Benefits associated with payroll taxes resulting from changes in salaries and wages described previously and a lower state unemployment tax rate.

Other Expenses

Increase of \$35,004 in Repair and Maintenance to maintain state of good repair for cameras and access control devices. Increase of \$84,758 in Security Services to add coverage for the Ed Bluestein location.

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	Var \$ FY2015 VS. FY2014	Var % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$204,374	\$270,926	\$268,301	(\$2,625)	-1.0%
51 5010203 OVERTIME - ADMINISTRATIVE	17,664	-	-	-	0.0%
51 5010206 SALARIES & WAGES - APD OFFICERS	1,398,647	1,563,360	1,593,540	30,180	1.9%
51 5020901 SICK LEAVE-ADMIN	12,978	-	-	-	0.0%
51 5021001 HOLIDAY LEAVE-ADMIN	11,402	-	-	-	0.0%
51 5021101 VACATION LEAVE-ADMIN	20,178	-	-	-	0.0%
51 5021201 OTHER PAID LEAVE-ADMIN	-	-	-	-	0.0%
TOTAL SALARIES & WAGES	1,665,243	1,834,286	1,861,841	27,555	1.5%
BENEFITS					
51 5020101 FICA-ADMIN	138,436	139,719	141,833	2,114	1.5%
51 5020701 STATE UNEMPLOYMENT-ADMIN	4,462	46,381	37,479	(8,902)	-19.2%
51 5021302 UNIFORM ALLOWANCE-ADMIN.	-	-	3,500	3,500	100.0%
51 5021307 OTHER CLOTHING ALLOW-ADMIN	580	-	-	-	0.0%
TOTAL BENEFITS	143,478	186,100	182,812	(3,288)	-1.8%
OTHER EXPENSES					
51 5030309 OTHER PROFESSIONAL FEES	81	-	-	-	0.0%
51 5030311 PERMITS AND FEES	20	-	-	-	0.0%
51 5030401 TEMPORARY HELP	16,695	158,888	158,892	4	0.0%
51 5030507 MAINTENANCE-RADIOS	3,746	-	-	-	0.0%
51 5030509 REPAIR & MAINTENANCE-OTHER	112,496	84,996	120,000	35,004	41.2%
51 5030701 SECURITY SERVICES	892,629	930,406	1,015,164	84,758	9.1%
51 5039903 VEHICLE TOWING	100	-	-	-	0.0%
51 5039909 OTHER SERVICES	3,507	-	-	-	0.0%
51 5040121 GASOLINE	94,823	122,532	122,520	(12)	0.0%
51 5049901 OFFICE SUPPLIES	7,041	8,004	8,000	(4)	0.0%
51 5049907 EXPENDABLE TOOLS & EQUIPMENT	161	-	-	-	0.0%
51 5049909 OTHER SUPPLIES	11,063	3,504	3,000	(504)	-14.4%
51 5049915 NON CAPITAL EQUIPMENT	27,394	12,000	5,000	(7,000)	-58.3%
51 5050204 TELEPHONE-LOCAL	50	1,500	5,004	3,504	233.6%
51 5070502 GASOLINE FUEL TAX	6,111	6,132	6,132	-	0.0%
51 5090201 AIRFARE - TRANSPORTATION	-	2,500	1,500	(1,000)	-40.0%
51 5090205 TRAVEL - PER DIEM	249	752	625	(127)	-16.9%
51 5090206 TOLL ROAD CHARGES	3,887	5,004	6,000	996	19.9%
51 5090208 SEMINAR, CONFERENCES, REGISTRATIO	-	-	1,000	1,000	100.0%
51 5090211 LODGING	-	1,500	1,500	-	0.0%
51 5090215 TRAVEL - OTHER	35	-	-	-	0.0%
51 5099901 POSTAGE	97	-	-	-	0.0%
51 5099909 OTHER MISCELLANEOUS EXPENSES	2,948	-	-	-	0.0%
51 5121202 OFFICE EQUIPMENT	265	-	-	-	0.0%
TOTAL OTHER EXPENSES	1,183,398	1,337,718	1,454,337	116,619	8.7%
TOTAL EXPENSES	\$2,992,119	\$3,358,104	\$3,498,990	\$140,886	4.2%



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Legal

Functions and Responsibilities

The Legal department ensures that Capital Metro conducts its activities ethically and consistently with federal and state laws, providing sound legal advice and reducing the risk of legal action. The Legal department provides legal support on applicable federal, state and local laws; ensures compliance with the Texas Public Information Act, Open Meetings Act and State Records Retention Act; monitors and enhances Capital Metro's ethics program to help ensure responsible stewardship of public funds; and manages outside legal services.

FY2014 Accomplishments

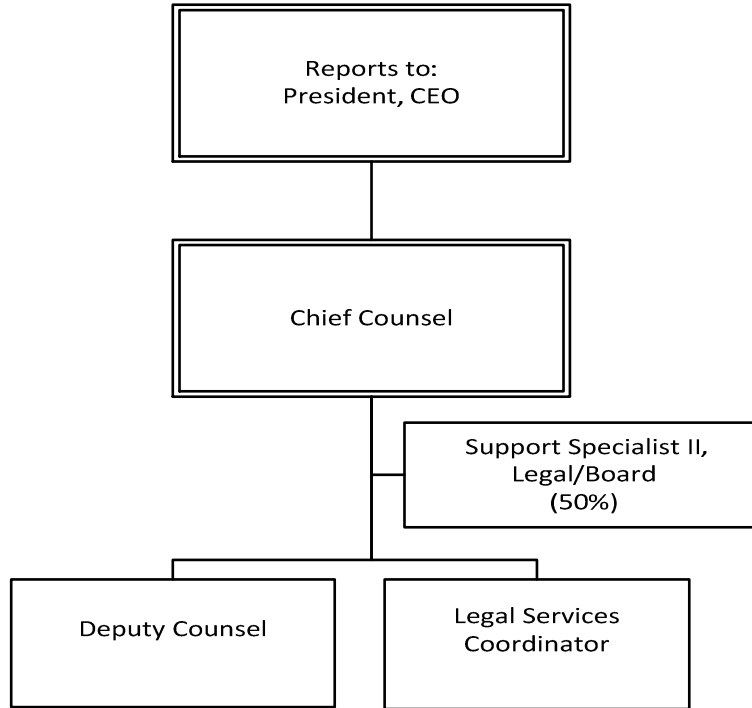
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Developed and implemented improved processes for the coordination of all legal agreements and commitments to ensure continuity and consistency by establishing a policy for approval, tracking and reporting of formal agreements, including agency signature delegation authority.
 - Reviewed and updated board approved policies to ensure continued compliance with the law and needs of the board and Capital Metro by creating a board resolution index and an index of all board policies and major actions.
 - Ensured compliance with Public Information Act requirements by ensuring adequate training for all staff on maintaining and providing records subject to the act through targeted training for internal stakeholders.
 - Continued to develop and implement processes and strategies for reducing legal risk and exposure by Capital Metro by enhancing internal and external partnerships and refining standard contract and legal documents and forms.

FY2015 Planned Initiatives

- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Evaluate and improve agency systems and protocols for tracking and responding to Public Information Act Requests.

- Review and update policies to ensure compliance with laws and best practices.
- Identify and implement best practices in contracting, litigation and outside counsel management.
- Continue to develop and implement processes and strategies for reducing legal risk and exposure.

Legal Department Organizational Chart



Budget Changes

Salaries and Wages

Net increase of \$6,589 in Salaries and Wages due to approved merit-based salary increase.

Benefits

Net increase of \$114 in Benefits associated with payroll taxes resulting from changes in salaries and wages described previously and a lower state unemployment tax rate.

Other Expenses

Decrease of \$362,467 in General Legal Services to reflect actual spending trends for outside legal services.



Capital Metropolitan Transportation Authority Approved FY2015
Operating and Capital Budget and Five Year Capital Improvement Plan

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	Var \$ FY2015 VS. FY2014	Var % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$242,463	\$310,487	\$320,077	\$9,589	3.1%
51 5010203 OVERTIME - ADMINISTRATIVE	94	-	-	-	0.0%
51 5010304 INTERN PAY	-	3,000	-	(3,000)	-100.0%
51 5020901 SICK LEAVE-ADMIN	8,402	-	-	-	0.0%
51 5021001 HOLIDAY LEAVE-ADMIN	13,306	-	-	-	0.0%
51 5021101 VACATION LEAVE-ADMIN	16,400	-	-	-	0.0%
TOTAL SALARIES & WAGES	280,665	313,487	320,077	6,589	2.1%
BENEFITS					
51 5020101 FICA-ADMIN	20,978	21,602	21,932	330	1.5%
51 5020701 STATE UNEMPLOYMENT-ADMIN	132	1,044	828	(216)	-20.7%
TOTAL BENEFITS	21,109	22,646	22,760	114	0.5%
OTHER EXPENSES					
51 5030302 GENERAL LEGAL SERVICES	223,199	596,760	234,293	(362,467)	-60.7%
51 5030401 TEMPORARY HELP	14,629	-	-	-	0.0%
51 5039901 COURIER AND DELIVERY SERVICES	59	156	100	(56)	-35.9%
51 5049901 OFFICE SUPPLIES	1,412	1,800	1,600	(200)	-11.1%
51 5049909 OTHER SUPPLIES	7,479	7,608	4,512	(3,096)	-40.7%
51 5050204 TELEPHONE-LOCAL	-	480	480	-	0.0%
51 5090101 DUES AND SUBSCRIPTIONS	1,160	1,510	1,535	25	1.7%
51 5090201 AIRFARE - TRANSPORTATION	419	2,775	1,949	(826)	-29.8%
51 5090205 TRAVEL - PER DIEM	320	850	1,100	250	29.4%
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	3,853	5,425	5,100	(325)	-6.0%
51 5090211 LODGING	1,101	1,200	2,900	1,700	141.7%
51 5090215 TRAVEL - OTHER	12	-	-	-	0.0%
51 5099901 POSTAGE	619	720	700	(20)	-2.8%
TOTAL OTHER EXPENSES	254,261	619,284	254,269	(365,015)	-58.9%
TOTAL EXPENSES	\$556,035	\$955,417	\$597,106	(\$358,311)	-37.5%



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Labor Restructure

Functions and Responsibilities

This department budget was created to capture all costs associated with implementing the requirements of Texas Senate Bill 650 to outsource all transit services not provided by direct employees of Capital Metro. On June 25, 2011, the Capital Metro board of directors took action to authorize staff to implement the requirements of Senate Bill 650 and direct the president/CEO or her designee to execute the implementation plan to competitively bid services previously provided by StarTran, Inc. The department completed the mandate in 2013 and was closed.

Budget Changes

This department was created in FY2012 to budget one-time costs related to the labor transition per Senate Bill 650.

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	Var \$ FY2015 VS. FY2014	Var % FY2015 VS. FY 2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$41,754	-	-	-	0.0%
51 5010301 SALARY & WAGES - TEMP	25,250	-	-	-	0.0%
51 5020901 SICK LEAVE-ADMIN	69,065	-	-	-	
51 5021001 HOLIDAY LEAVE-ADMIN	1,360	-	-	-	
51 5021101 VACATION LEAVE-ADMIN	56,986	-	-	-	0.0%
51 5021210 SEVERANCE PAY - ADMIN	64,313	-	-	-	0.0%
55 5020901 SICK LEAVE-ADMIN	(56,592)	-	-	-	
55 5021101 VACATION LEAVE-ADMIN	(54,158)	-	-	-	
55 5021210 SEVERANCE PAY - ADMIN	(63,502)	-	-	-	
TOTALSALARIES & WAGES	84,475	-	-	-	0.0%
BENEFITS					
51 5020101 FICA-ADMIN	20,333	-	-	-	0.0%
55 5020101 FICA-ADMIN	22,258	-	-	-	0.0%
TOTAL BENEFITS	42,591	-	-	-	0.0%
OTHER EXPENSES					
51 5030302 GENERAL LEGAL SERVICES	64	-	-	-	0.0%
51 5030303 CONSULTATION FEES	15,940	-	-	-	0.0%
51 5030401 TEMPORARY HELP	63,725	-	-	-	0.0%
51 5090201 AIRFARE - TRANSPORTATION	202	-	-	-	0.0%
51 5090205 TRAVEL - PER DIEM	179	-	-	-	0.0%
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	612	-	-	-	0.0%
51 5099905 COMPUTER SOFTWARE	52,001	-	-	-	0.0%
51 5099992 RECOGNITION PROGRAM	3,250	-	-	-	0.0%
TOTAL OTHER EXPENSES	135,972	-	-	-	0.0%
TOTAL EXPENSES	\$263,038	-	-	-	0.0%



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Finance

Functions and Responsibilities

The Finance department is responsible for monitoring Capital Metro's financial performance, recommending effective allocation of resources, ensuring accurate and timely accounting and reporting, processing timely payment of goods and services procured, developing and monitoring annual operating and capital budgets, administering federal grant programs, safeguarding assets, and facilitating strategic financial planning.

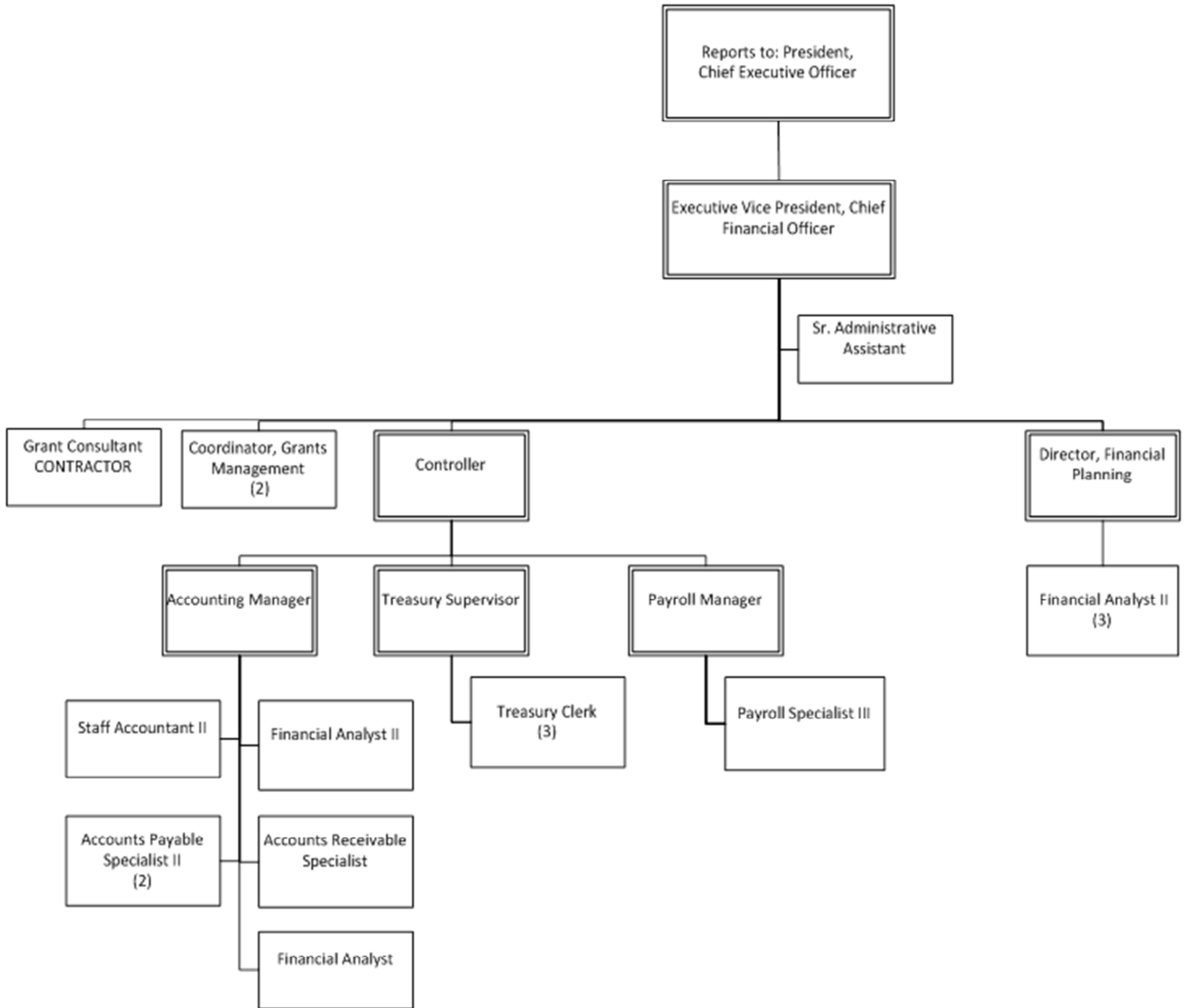
FY2014 Accomplishments

- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Continued to refine the long-range financial plan and capital improvements plan, extending the long-range financial plan to twenty years.
 - Began the procurement process of new software to replace end-of-life financial software for budgeting and financial management systems to improve tracking of funds and expenditures.
 - Continued the implementation of new financial software.
 - Approved new fare policy and implemented new fare structure.
 - Received the Government Finance Officers Association Distinguished Budget Presentation Award for the FY2014 Budget Book.
 - Received the Government Finance Officers Association Certificate of Achievement for Excellence in Financial Reporting for the FY2012 Comprehensive Annual Financial Report (CAFR).

FY2015 Planned Initiatives

- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Implement new software to replace end-of-life financial software for budgeting and financial management systems to improve tracking of funds and expenditures.
 - Continue to refine fuel hedging program to stabilize fuel costs.
 - Submit the FY2015 Budget Book to the Government Finance Officers Association for award consideration.
 - Submit the FY2014 Comprehensive Annual Financial Report (CAFR) to the Government Finance Officers Association for award consideration.

Finance Department Organizational Chart





Budget Changes

Salaries and Wages

Net decrease of \$75,668 in Salaries and Wages due to elimination of a financial consultant position, the end of additional funding related to transition to a new controller, reduction in overtime to fund temporary help during implementation of the Enterprise Resource Planning (ERP) system, and the addition of a financial analyst in the accounting division.

Benefits

Net decrease of \$41,025 in Benefits associated with payroll taxes resulting from changes in salaries and wages described previously, lower state unemployment tax rate, reduction in 401K expense and automobile allowance.

Other Expenses

Increase of \$62,000 in Other Professional Fees for financial advisory services. Increase of \$86,112 in Temporary Help to backfill during implementation of the ERP system. Increase of \$65,004 in Passes and Tickets due to replenishing smart cards and Metro Access booklets. Increase of \$159,783 in Contingency Reserve due to replenishing the account.



Capital Metropolitan Transportation Authority Approved FY2015
Operating and Capital Budget and Five Year Capital Improvement Plan

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	Var \$ FY2015 VS. FY2014	Var % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$1,091,709	\$1,754,995	\$1,709,329	(\$45,666)	-2.6%
51 5010203 OVERTIME - ADMINISTRATIVE	8,919	30,002	-	(30,002)	-100.0%
51 5010301 SALARY & WAGES - TEMP	12,073	-	-	-	0.0%
51 5020901 SICK LEAVE-ADMIN	52,752	-	-	-	0.0%
51 5021001 HOLIDAY LEAVE-ADMIN	63,497	-	-	-	0.0%
51 5021101 VACATION LEAVE-ADMIN	78,910	-	-	-	0.0%
51 5021201 OTHER PAID LEAVE-ADMIN	1,850	-	-	-	0.0%
TOTAL SALARIES & WAGES	1,309,710	1,784,997	1,709,329	(75,668)	-4.2%
BENEFITS					
51 5020101 FICA-ADMIN	92,907	123,907	119,088	(4,818)	-3.9%
51 5020201 401K	-	33,000	5,496	(27,504)	-83.3%
51 5020701 STATE UNEMPLOYMENT-ADMIN	69	6,264	4,761	(1,503)	-24.0%
51 5021403 AUTOMOBILE	-	7,200	-	(7,200)	-100.0%
TOTAL BENEFITS	92,976	170,371	129,345	(41,025)	-24.1%
OTHER EXPENSES					
51 5030301 AUDIT FEES	215,585	230,706	242,223	11,517	5.0%
51 5030309 OTHER PROFESSIONAL FEES	177,531	253,004	315,004	62,000	24.5%
51 5030311 PERMITS AND FEES	980	828	1,105	277	33.5%
51 5030401 TEMPORARY HELP	6,268	-	86,112	86,112	100.0%
51 5030501 MAINTENANCE-OFFICE EQUIPMENT	-	8,996	7,400	(1,596)	-17.7%
51 5039901 COURIER AND DELIVERY SERVICES	49,787	36,000	24,000	(12,000)	-33.3%
51 5039909 OTHER SERVICES	-	350,000	350,000	-	0.0%
51 5040121 GASOLINE	1,235	948	996	48	5.1%
51 5049901 OFFICE SUPPLIES	9,928	9,996	9,996	-	0.0%
51 5049902 PASSES AND TICKETS	153,835	159,996	225,000	65,004	40.6%
51 5049904 TRAINING MATERIALS	440	-	-	-	0.0%
51 5049909 OTHER SUPPLIES	5,517	7,700	8,900	1,200	15.6%
51 5049915 NON CAPITAL EQUIPMENT	13,053	2,800	-	(2,800)	-100.0%
51 5050204 TELEPHONE-LOCAL	400	960	480	(480)	-50.0%
51 5070502 GASOLINE FUEL TAX	87	48	48	-	0.0%
51 5090101 DUES AND SUBSCRIPTIONS	5,210	6,235	8,245	2,010	32.2%
51 5090201 AIRFARE - TRANSPORTATION	3,650	5,550	6,560	1,010	18.2%
51 5090205 TRAVEL - PER DIEM	1,716	900	2,230	1,330	147.8%
51 5090206 TOLL ROAD CHARGES	223	300	300	-	0.0%
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	2,798	26,995	10,155	(16,840)	-62.4%
51 5090211 LODGING	1,996	2,100	4,250	2,150	102.4%
51 5090215 TRAVEL - OTHER	522	-	-	-	0.0%
51 5090701 BAD DEBT EXPENSE	16,902	12,000	12,000	-	0.0%
51 5090702 CONTINGENCY RESERVE	-	513,037	672,820	159,783	31.1%
51 5099901 POSTAGE	4,457	6,896	7,004	108	1.6%
51 5099902 BANK CHARGES	96,266	153,204	162,504	9,300	6.1%
51 5099905 COMPUTER SOFTWARE	2,509	-	-	-	0.0%
51 5100300 CAPITALIZATION OF SALARY AND WAGES	-	(30,002)	(86,112)	(56,110)	187.0%
51 5110100 INTEREST EXPENSE LONG TERM	410,758	391,516	331,260	(60,256)	-15.4%
TOTAL OTHER EXPENSES	1,181,653	2,150,713	2,402,480	251,767	11.7%
TOTAL EXPENSES	\$2,584,339	\$4,106,081	\$4,241,154	\$135,074	3.3%

Information Technology

Functions and Responsibilities

The Information Technology (IT) department provides strategic planning and implementation of all technology projects and ensures the integrity, availability, reliability and security of all Capital Metro systems. In addition, the IT department is responsible for procurement, installation, and day-to-day, 24/7 support of all installed hardware, software and communications networks.

FY2014 Accomplishments

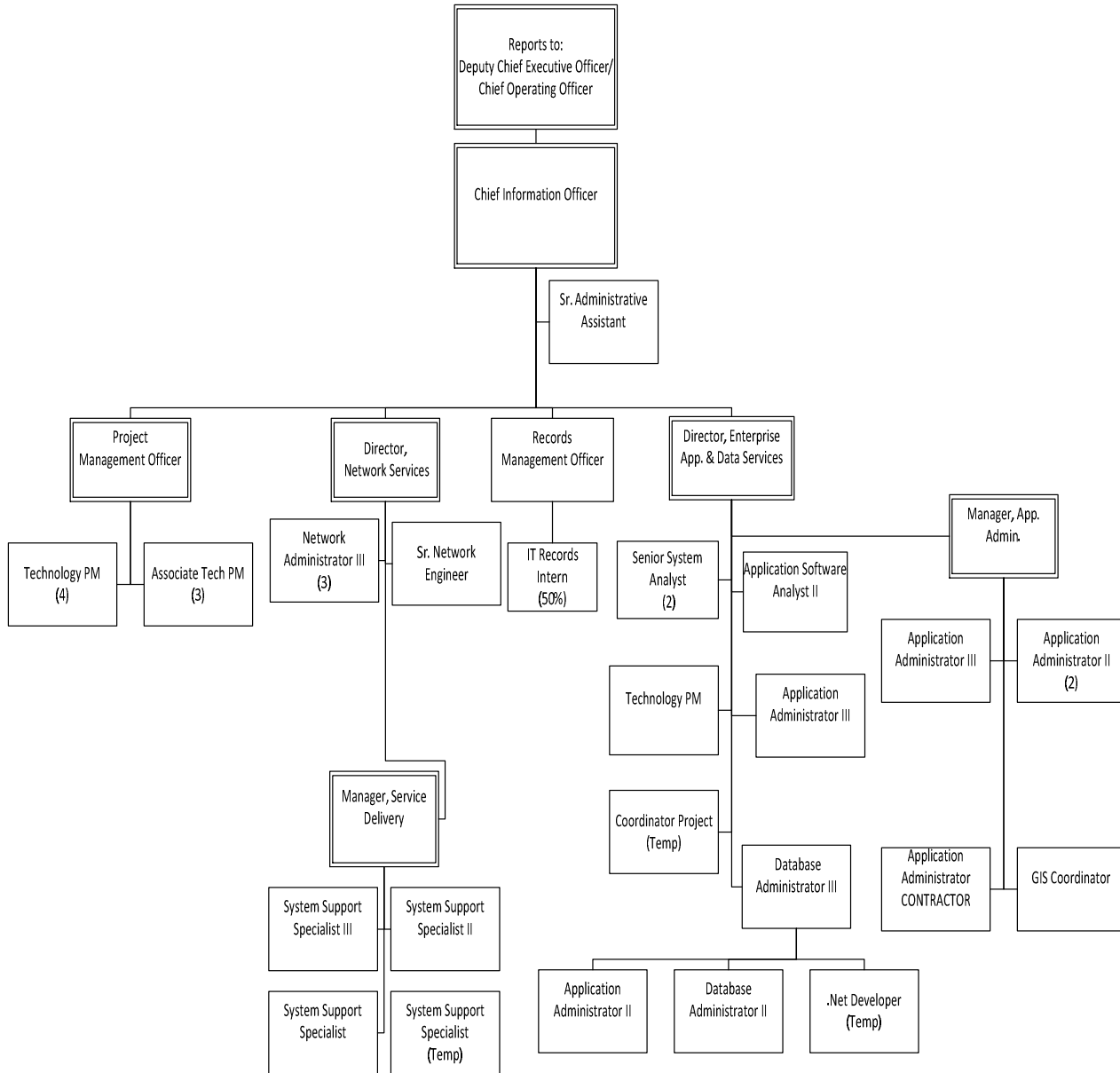
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Completed migration of existing application systems to new computer infrastructure and replacement of end-of-life equipment (data center servers, storage, backup and phone systems), which reduces the risk of business disruption and improves productivity.
 - Completed rollout and training of Microsoft Office 365, including moving email into the cloud and use of Lync communications functions and Microsoft Office 2013.
 - Completed Microsoft SharePoint initial pilot.
 - Implemented Disadvantaged Business Enterprise Systems.
 - Implemented initial phase of EverBridge Mass Notification System.
 - Upgraded Ticket Vending Machines to improve controls and maintain compliance.
 - Continued IT process improvements to strengthen controls and eliminate gaps.
 - Implemented University of Texas ID Fare Control System.
 - Began Project MAX to replace end-of-life financial software with new Microsoft Dynamics AX for public sector software for budgeting and financial management systems to improve tracking of funds and expenditures.
- ◆ Deliver the Best Possible Customer Experience
 - Implemented Mobile Ticketing System for all Capital Metro transit services. Capital Metro's mobile ticketing app was selected by the Center for Digital Government as the "2014 Best in Texas" recipient in the Best Mobile/Wireless Project category.
 - Implemented MetroRapid System technology components, including Transit Signal Priority and Dynamic Message Signs using real-time vehicle location data.

- Implemented customer Wi-Fi and on board validation scanners for mobile ticketing. The Public Technology Institute selected Capital Metro for a 2013-2014 Technology Solutions Award for IT and telecommunications for Austin's MetroRapid Traffic Signal Priority System.
- Implemented new customer Wi-Fi technology for rail service providing full coverage and greater capacity.
- Implemented new Interactive Voice Response (IVR) System.
- Continued development of Intelligent Transportation System (ITS) Computer-Aided Dispatch (CAD)/Automatic Vehicle Location (AVL) project with new Open Sky Radio System.

FY2015 Planned Initiatives

- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Implement new Microsoft Dynamics AX for public sector software to replace end-of-life financial software for budgeting and financial management systems to improve tracking of funds and expenditures.
 - Begin new fare collection system project.
 - Replace obsolete customer monitoring compliant system with new flexible system.
 - Upgrade computer network components to improve availability and reliability.
 - Begin rollout of Microsoft SharePoint for document management.
 - Continue IT process improvements to strengthen controls and eliminate gaps.
- ◆ Deliver the Best Possible Customer Experience.
 - Complete implementation of Intelligent Transportation System (ITS) Computer Aided Dispatch (CAD)/Automatic Vehicle Location (AVL) project with new Open Sky Radio System.
 - Implement Google Fiber.
 - Begin new MetroAccess ITS System project.

Information Technology Department Organizational Chart





Budget Changes

Salaries and Wages

Increase of \$286,254 in Salaries and Wages due to personnel changes, career ladder changes, and the approved merit-based salary increase.

Benefits

Net increase of \$14,672 in Benefits associated with payroll taxes resulting from changes in salaries and wages described previously and a lower state unemployment tax rate.

Other Expense

Increase of \$100,000 in Temporary Help to facilitate the smooth transition associated with anticipated retirements of several senior staff members. Increase of \$144,172 in Software Maintenance Contracts due to increase in existing contract rates. Increase of \$185,000 in Telephone Local due to increase of \$165,000 in Rail, MetroRapid, and Express public WI-FI and an increase of \$20,000 in new Mobile Ticketing access. Increase of \$189,406 in Computer Software due to new projects. Decrease of \$248,073 in capitalization of Salaries and Wages resulting from the assignment of several individuals to non-capital projects.



Capital Metropolitan Transportation Authority Approved FY2015
Operating and Capital Budget and Five Year Capital Improvement Plan

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	Var \$ FY2015 VS. FY2014	Var % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$1,657,032	\$3,388,575	\$3,674,830	\$286,254	8.4%
51 5010203 OVERTIME - ADMINISTRATIVE	1,964	-	-	-	0.0%
51 5010301 SALARY & WAGES - TEMP	606,020	-	-	-	0.0%
51 5010304 INTERN PAY	8,868	-	-	-	0.0%
51 5020901 SICK LEAVE-ADMIN	63,370	-	-	-	0.0%
51 5021001 HOLIDAY LEAVE-ADMIN	97,361	-	-	-	0.0%
51 5021101 VACATION LEAVE-ADMIN	117,705	-	-	-	0.0%
51 5021201 OTHER PAID LEAVE-ADMIN	2,923	-	-	-	0.0%
TOTAL SALARIES & WAGES	2,555,242	3,388,575	3,674,830	286,254	8.4%
BENEFITS					
51 5020101 FICA-ADMIN	199,517	248,328	265,575	17,246	6.9%
51 5020701 STATE UNEMPLOYMENT-ADMIN	793	10,854	8,280	(2,574)	-23.7%
TOTAL BENEFITS	200,310	259,182	273,855	14,672	5.7%
OTHER EXPENSES					
51 5030303 CONSULTATION FEES	474	-	-	-	0.0%
51 5030306 TECHNICAL SERVICES	45	-	-	-	0.0%
51 5030309 OTHER PROFESSIONAL FEES	48,692	123,700	97,700	(26,000)	-21.0%
51 5030401 TEMPORARY HELP	19,745	-	100,000	100,000	0.0%
51 5030506 PHONE SYSTEM MAINTENANCE	226,510	191,000	193,000	2,000	1.0%
51 5030511 HARDWARE MAINTENANCE CONTRACTS	153,745	272,496	279,500	7,004	2.6%
51 5030512 SOFTWARE MAINTENANCE CONTRACTS	1,343,223	1,970,128	2,114,300	144,172	7.3%
51 5039909 OTHER SERVICES	19,273	25,004	18,000	(7,004)	-28.0%
51 5040121 GASOLINE	1,129	-	-	-	0.0%
51 5049901 OFFICE SUPPLIES	6,600	8,580	8,580	-	0.0%
51 5050204 TELEPHONE-LOCAL	364,553	595,200	780,200	185,000	31.1%
51 5050205 TELEPHONE-LONG DISTANCE	48	1,200	1,200	-	0.0%
51 5070502 GASOLINE FUEL TAX	80	-	-	-	0.0%
51 5090101 DUES AND SUBSCRIPTIONS	1,682	2,400	2,400	-	0.0%
51 5090201 AIRFARE - TRANSPORTATION	6,247	4,800	4,800	-	0.0%
51 5090205 TRAVEL - PER DIEM	2,750	2,025	2,025	-	0.0%
51 5090206 TOLL ROAD CHARGES	21	-	-	-	0.0%
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	39,396	54,200	54,200	-	0.0%
51 5090211 LODGING	4,093	5,900	5,900	-	0.0%
51 5090215 TRAVEL - OTHER	81	-	-	-	0.0%
51 5099904 TOOLS AND EQUIPMENT	54	-	-	-	0.0%
51 5099905 COMPUTER SOFTWARE	96,303	411,494	600,900	189,406	46.0%
51 5099908 COMPUTER HARDWARE	76,356	33,000	40,000	7,000	21.2%
51 5099909 OTHER MISCELLANEOUS EXPENSES	3,418	-	-	-	0.0%
51 5100300 CAPITALIZATION OF SALARY AND WAGES	(538,857)	(1,317,828)	(1,069,755)	248,073	-18.8%
51 5121202 OFFICE EQUIPMENT	416	-	-	-	0.0%
TOTAL OTHER EXPENSES	1,876,075	2,383,299	3,232,950	849,651	35.7%
TOTAL EXPENSES	\$4,631,627	\$6,031,057	\$7,181,634	\$1,150,577	19.1%



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Procurement

Department Functions and Responsibilities

The Procurement department is responsible for the acquisition of all goods, services, and construction needed by Capital Metro at fair and reasonable prices, on time, and in compliance with sound public purchasing policies and procedures.

FY2014 Accomplishments

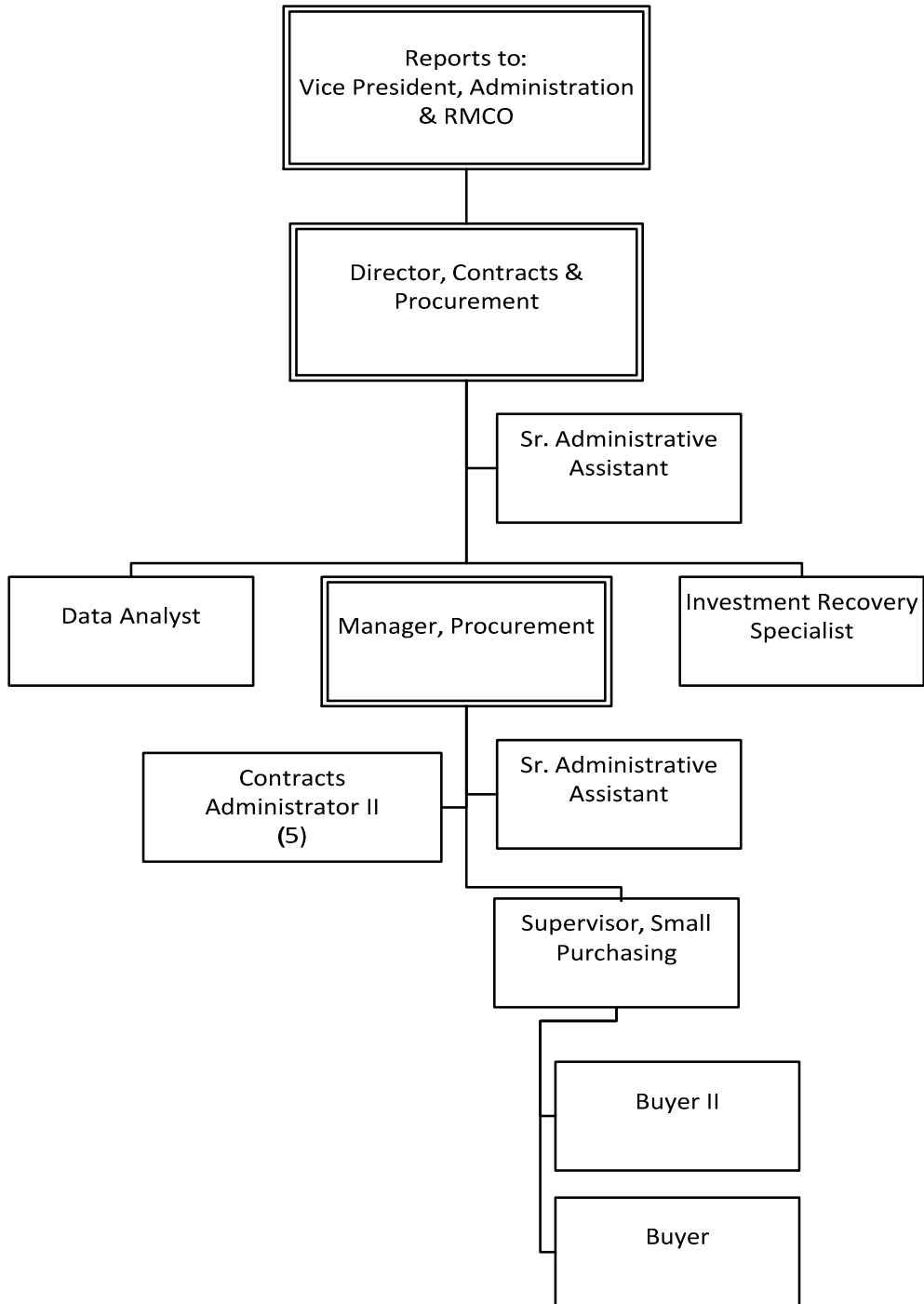
- ◆ Demonstrate the Value of Public Transportation in a Dynamic Community
 - Completed contracts for supply, services, and construction to implement the on-time start of MetroRapid services in early 2014 and late summer 2014 for routes 801 and 803 respectively.
 - Assisted Rail Department with the planning, development, design, and implementation of the Positive Train Control program mandated by the Federal Railroad Administration (FRA).
 - Worked with Capital Metro and City of Austin staff in support of the Central Corridor Study Project.
- ◆ Demonstrate Regional Leadership
 - Launched the re-procurement for the commuter rail and freight rail services.
 - Supported Capital Metro's Urban Rail partnership with the City of Austin through the timely award of supply, services and construction contracts.
 - Supported community outreach events during FY2014, including the launch of MetroRapid.
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Conducted a third-party customer service survey to gather information to strengthen the Procurement department's support to internal customers.
 - Executed contract for the replacement of Capital Metro's Enterprise Resource Planning (ERP) Software System and worked with the implementation team to ensure a smooth transition to the new system.
 - Recovered an estimated \$500,000 through the sale of surplus/obsolete property.

- Successfully awarded contracts for outsourcing of Rideshare/Vanpool Services, North Base Paratransit Services, repainting of the entire fixed route fleet, 401k and Pension Services, and replacement of Paratransit Vehicles.

FY2015 Planned Initiatives

- ◆ Demonstrate the Value of Public Transportation in a Dynamic Community
 - Support Capital Metro's Urban Rail partnership with the City of Austin through the timely award of supply, services and construction contracts.
 - Solicit, evaluate and award contracts in support of the TIGER Grant and the purchase of additional commuter rail vehicles.
- ◆ Demonstrate Regional Leadership
 - Assist Rail department with the planning, development, design, and implementation of the Positive Train Control program mandated by the FRA.
 - Support community outreach events during FY2015.
 - Solicit and award contracts for additional private crossing signalization.
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Actively participate in the replacement of Capital Metro's ERP Software System implementation to ensure a smooth transition to the new system and streamline procurement processes.
 - Assist Capital Metro staff in the development, solicitation, evaluation and award of a new ridership analysis system.
 - Solicit, evaluate and award new contracts for the UT Shuttle, MetroRapid commuter rail operations and freight rail services.
 - Solicit, evaluate and award contracts for the rebuilding of the Diesel Multiple Unit (DMU) powertrains, ensuring that our fleet of commuter rail vehicles is kept in top working condition and fully compliant with FRA and Capital Metro safety standards.

Procurement Department Organizational Chart





Budget Changes

Salaries and Wages

Net decrease of \$25,725 in Salaries and Wages due to personnel changes.

Benefits

Net increase of \$1,111 in Benefits associated with payroll taxes resulting from changes in salaries and wages described previously and a lower state unemployment tax rate.

Other Expenses

Increase of \$1,800 in Office Supplies related to solicitation activity and sales of retired assets.

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	Var \$ FY2015 VS. FY2014	Var % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$707,571	\$1,009,563	\$986,207	(\$23,356)	-2.3%
51 5010203 OVERTIME - ADMINISTRATIVE	2,680	14,542	12,173	(2,369)	-16.3%
51 5020901 SICK LEAVE-ADMIN	33,355	-	-	-	0.0%
51 5021001 HOLIDAY LEAVE-ADMIN	43,083	-	-	-	0.0%
51 5021101 VACATION LEAVE-ADMIN	49,946	-	-	-	0.0%
51 5021201 OTHER PAID LEAVE-ADMIN	444	-	-	-	0.0%
TOTAL SALARIES & WAGES	837,079	1,024,105	998,380	(25,725)	-2.5%
BENEFITS					
51 5020101 FICA-ADMIN	59,296	72,870	74,530	1,660	2.3%
51 5020701 STATE UNEMPLOYMENT-ADMIN	456	3,654	3,105	(549)	-15.0%
TOTAL BENEFITS	59,752	76,524	77,635	1,111	1.5%
OTHER EXPENSES					
51 5030401 TEMPORARY HELP	25,792	30,000	30,000	-	0.0%
51 5049901 OFFICE SUPPLIES	6,728	5,000	6,800	1,800	36.0%
51 5049909 OTHER SUPPLIES	358	-	-	-	0.0%
51 5049915 NON CAPITAL EQUIPMENT	-	1,000	-	(1,000)	-100.0%
51 5090101 DUES AND SUBSCRIPTIONS	1,943	2,980	2,980	-	0.0%
51 5090201 AIRFARE - TRANSPORTATION	4,096	6,000	5,900	(100)	-1.7%
51 5090205 TRAVEL - PER DIEM	2,347	4,112	4,105	(7)	-0.2%
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	7,225	14,046	14,150	104	0.7%
51 5090211 LODGING	4,036	6,900	6,970	70	1.0%
51 5090215 TRAVEL - OTHER	61	8,159	8,115	(44)	-0.5%
51 5090801 NEWSPAPER MEDIA	12,828	18,762	19,100	338	1.8%
51 5099901 POSTAGE	1,151	900	1,000	100	11.1%
TOTAL OTHER EXPENSES	66,565	97,859	99,120	1,261	1.3%
TOTAL EXPENSES	\$963,395	\$1,198,488	\$1,175,135	(\$23,353)	-1.9%

RideShare

Functions and Responsibilities Functions and Responsibilities

The Metro RideShare service provides alternative transportation solutions that reduce the number of single occupancy vehicles on area roads. The RideShare department manages the van/carpool operations including the ongoing performance assessment of vanpool groups. The department staff provides commute ride matching services to the general public in an effort to reduce congestion and promote air quality. In addition, the Rideshare department manages the Guaranteed Ride Home program for all modes of service. Metro Rideshare service is provided through a contract with vRide, Inc.

FY2014 Accomplishments

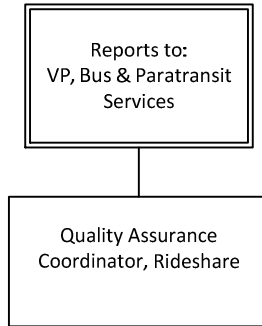
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Implemented the transition of service from direct operations to a contracted service provider, vRide, Inc.
 - Implemented a new fare structure in order to accomplish the following objectives:
 - Set pricing to reflect the distance traveled by each vanpool.
 - Encourage participation in the program by incentivizing larger groups.
 - Apply a regional focus to the program by better serving commuters who live outside the service area but in the urbanized area.
 - Structure costs to mirror the Capital Metro fee structure under contracted service model.
 - Ensure that fares for the program compare favorably to peer systems and remain cost-advantageous over the cost to the participant to drive a personal vehicle for the same commute.
- ◆ Demonstrate the Value of Public Transportation in a Dynamic Community
 - Worked with vRide and Capital Metro Marketing department to promote the benefits of the RideShare program in the region. Program use grew despite fare increase.

FY2015 Planned Initiatives

- ◆ Deliver the Best Possible Customer Experience
 - Using surveys required in vRide contract, establish a baseline for customer satisfaction in the RideShare program.
 - Work with vRide to grow participation in the program.
- ◆ Demonstrate the Value of Public Transportation in a Dynamic Community
 - Establish an ongoing marketing strategy with vRide to communicate the value of ridesharing to the community.



RideShare Department Organizational Chart



Budget Changes

Salaries and Wages

Decrease of \$78,529 in Salaries and Wages due to the transfer of two FTEs: one to the Strategic Operations Management and Administration department, and one to the Real Estate and Asset Management department.

Benefits

Net decrease of \$6,520 in Benefits associated with payroll taxes resulting from changes in salaries and wages described previously and a lower state unemployment tax rate.

Other Expenses

Decrease of \$100,920 in Other Services, decrease of \$138,700 in Gasoline—Vans and increase of \$549,865 in VRide—RideShare due to transition of service from direct operations to a contracted service provider.



Capital Metropolitan Transportation Authority Approved FY2015
Operating and Capital Budget and Five Year Capital Improvement Plan

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	Var \$ FY2015 VS. FY2014	Var % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$180,886	\$145,650	\$67,121	(\$78,529)	-53.9%
51 5010203 OVERTIME - ADMINISTRATIVE	1,155	-	-	-	0.0%
51 5020901 SICK LEAVE-ADMIN	6,189	-	-	-	0.0%
51 5021001 HOLIDAY LEAVE-ADMIN	9,222	-	-	-	0.0%
51 5021101 VACATION LEAVE-ADMIN	10,614	-	-	-	0.0%
51 5021201 OTHER PAID LEAVE-ADMIN	-	-	-	-	0.0%
TOTAL SALARIES & WAGES	208,066	145,650	67,121	(78,529)	-53.9%
BENEFITS					
51 5020101 FICA-ADMIN	15,208	10,929	4,985	(5,944)	-54.4%
51 5020701 STATE UNEMPLOYMENT-ADMIN	445	783	207	(576)	-73.6%
TOTAL BENEFITS	15,653	11,712	5,192	(6,520)	-55.7%
OTHER EXPENSES					
51 5039909 OTHER SERVICES	292,996	100,920	-	(100,920)	-100.0%
51 5040121 GASOLINE	(827)	-	-	-	0.0%
51 5040125 GASOLINE - VANS	271,305	138,700	-	(138,700)	-100.0%
51 5049901 OFFICE SUPPLIES	543	-	-	-	0.0%
51 5049909 OTHER SUPPLIES	272	-	-	-	0.0%
51 5070403 INSPECTION CERTIFICATES-VANS	-	719	-	(719)	-100.0%
51 5080111 GRH REIMBURSEMENT	214	1,164	1,164	-	0.0%
51 5080400 VRIDE - RIDESHARE	-	844,975	1,394,840	549,865	65.1%
51 5090101 DUES AND SUBSCRIPTIONS	-	-	575	575	100.0%
51 5090201 AIRFARE - TRANSPORTATION	-	-	600	600	100.0%
51 5090205 TRAVEL - PER DIEM	-	-	150	150	100.0%
51 5090206 TOLL ROAD CHARGES	439	-	-	-	0.0%
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	-	-	500	500	100.0%
51 5090211 LODGING	-	-	750	750	100.0%
51 5099901 POSTAGE	499	-	-	-	0.0%
51 5099925 OTHER MISC. EXPENSE-VANS	11,205	9,400	-	(9,400)	-100.0%
TOTAL OTHER EXPENSES	576,646	1,095,878	1,398,579	302,701	27.6%
TOTAL EXPENSES	\$800,365	\$1,253,240	\$1,470,892	\$217,652	17.4%



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Strategic Planning and Development

Functions and Responsibilities

Planning functions are divided into five major areas of responsibility: Service Planning and Scheduling, Long-Range Planning and Transit-Oriented Development, Environmental Sustainability, Metropolitan Mobility and Service Analysis. Each function is designed to support the planning, development, evaluation and ultimate delivery of public transportation solutions and infrastructure.

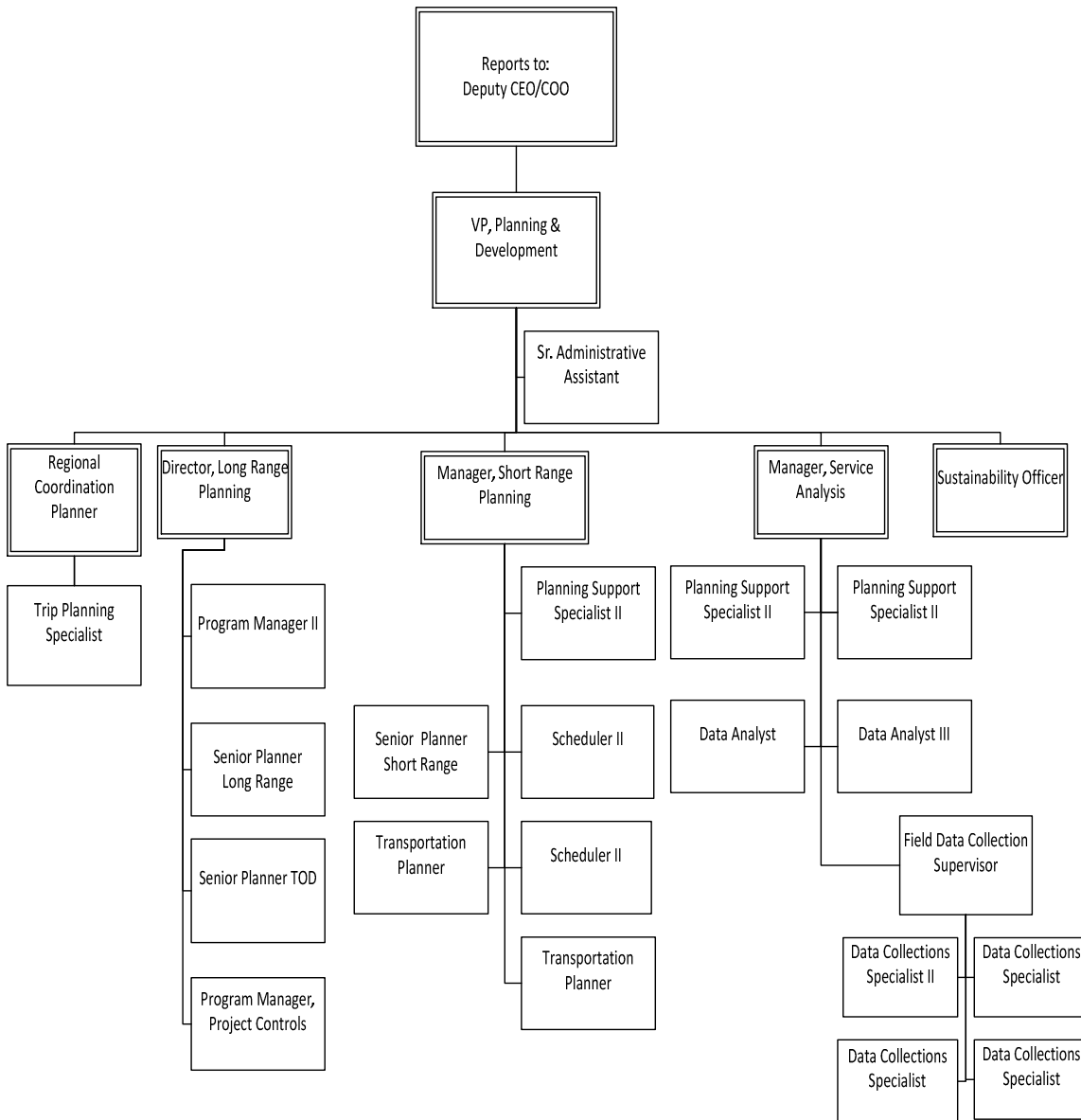
FY2014 Accomplishments

- ◆ Deliver the Best Possible Customer Experience
 - Continued implementation of ServicePlan 2020, including a major realignment of downtown routes to the Guadalupe/Lavaca corridor from Congress Avenue and implementation of MetroRapid routes 801 and 803.
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Developed and gained board approval of a revised and updated Service Expansion Policy to provide several methods for non-member jurisdictions to partner with Capital Metro for service.
- ◆ Demonstrate the Value of Public Transportation in a Dynamic Community
 - Completed six new bike shelters in partnership with Austin Bikeshare to provide bike stations near a number of key transit locations in central Austin.
 - Conducted extensive public outreach regarding MetroRapid and other service changes.
 - Participated in multiple projects and planning efforts with partner agencies, including I-35, MOPAC South, 183 North, SW 45, Imagine Austin, Code Next and others.
 - Initiated grant-supported Office of Metropolitan Mobility with hire of two positions.
- ◆ Demonstrate Regional Leadership
 - Continued implementation of regional transit system plan (Project Connect), completed development of the Project Connect: North Corridor plan in coordination with non-member cities (Georgetown, Round Rock, Hutto and Pflugerville), completed Project Connect: Central Corridor plan and continued participation in the development of the Capital Area Metropolitan Planning Organization (CAMPO) 2040 Plan.

FY2015 Planned Initiatives

- ◆ Deliver the Best Possible Customer Experience
 - Continue implementation of ServicePlan 2020; implement service changes to improve customer service, efficiency and effectiveness; monitor and respond with any needed adjustments to MetroRapid implementation.
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Develop Environmental and Sustainability Management System and pursue ISO 14001 Certification.
 - Update service guidelines and standards.
 - Initiate ServicePlan2020 update to extend plan timeline to 2025, assess service changes from 2010-2014 and align service plans with current and project demographics and travel patterns.
 - Conduct 2015 Origin and Destination Study to better understand customer travel patterns and provide critical information for CAMPO travel demand model.
- ◆ Demonstrate the Value of Public Transportation in a Dynamic Community
 - Increase role and awareness of Office of Mobility Management to improve regional transit coordination and service provision across jurisdictional boundaries.
 - Continue participation in the I-35, US 183 North, SW 45, and MOPAC South planning and environmental studies to ensure transit is fully considered.
 - Continue participation in the CAMPO 2040 Plan and Imagine Austin Plan/Code Next development process to ensure transit is well-represented.
- ◆ Demonstrate Regional Leadership
 - Begin implementation process for Project Connect North Corridor, including negotiating agreements with jurisdictional partners and conducting detailed planning on initial service(s).
 - Continue to lead and manage Project Connect System Plan, including revising vision map to reflect outcomes of corridor studies.
 - Subject to outcome of potential referendum on Project Connect Central Corridor, play a lead role in advancing the locally preferred alternative into the NEPA process.

Strategic Planning and Development Department Organizational Chart





Budget Changes

Salaries and Wages

Increase of \$127,600 in Salaries and Wages Admin due to addition of one FTE to improve project control and approved merit-base salary increase.

Benefits

Net increase of \$7,761 in Benefits associated with payroll taxes resulting from changes in salaries and wages described previously and a lower state unemployment tax rate.

Other Expenses

Increase of \$111,000 in Consultation Fees for a Service Plan study update and Origin and Destination study. Decrease of \$199,999 in funding for Other Professional Fees that will not be needed in FY2014.

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	Var \$ FY2015 VS. FY2014	Var % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$879,504	\$1,720,952	\$1,848,552	\$127,600	7.4%
51 5010203 OVERTIME - ADMINISTRATIVE	2,197	-	-	-	0.0%
51 5020901 SICK LEAVE-ADMIN	12,691	-	-	-	0.0%
51 5021001 HOLIDAY LEAVE-ADMIN	51,990	-	-	-	0.0%
51 5021101 VACATION LEAVE-ADMIN	66,495	-	-	-	0.0%
51 5021201 OTHER PAID LEAVE-ADMIN	2,614	-	-	-	0.0%
51 5021210 SEVERANCE PAY - ADMIN	34,656	-	-	-	0.0%
TOTAL SALARIES & WAGES	1,050,147	1,720,952	1,848,552	127,600	7.4%
BENEFITS					
51 5020101 FICA-ADMIN	77,289	124,885	133,843	8,958	7.2%
51 5020701 STATE UNEMPLOYMENT-ADMIN	376	6,786	5,589	(1,197)	-17.6%
TOTAL BENEFITS	77,665	131,671	139,432	7,761	5.9%
OTHER EXPENSES					
51 5030303 CONSULTATION FEES	486,224	655,004	766,004	111,000	16.9%
51 5030309 OTHER PROFESSIONAL FEES	69,821	199,999	-	(199,999)	-100.0%
51 5030401 TEMPORARY HELP	67,173	73,020	33,132	(39,888)	-54.6%
51 5039901 COURIER AND DELIVERY SERVICES	-	60	60	-	0.0%
51 5039909 OTHER SERVICES	-	2,500	-	(2,500)	-100.0%
51 5040121 GASOLINE	380	-	-	-	0.0%
51 5049901 OFFICE SUPPLIES	5,878	9,080	8,088	(992)	-10.9%
51 5049909 OTHER SUPPLIES	37	45,386	14,544	(30,842)	-68.0%
51 5050204 TELEPHONE-LOCAL	2,830	3,600	3,720	120	3.3%
51 5070502 GASOLINE FUEL TAX	27	-	-	-	0.0%
51 5090101 DUES AND SUBSCRIPTIONS	33,750	4,935	2,589	(2,346)	-47.5%
51 5090201 AIRFARE - TRANSPORTATION	4,811	9,305	9,620	315	3.4%
51 5090205 TRAVEL - PER DIEM	1,947	4,548	5,680	1,132	24.9%
51 5090206 TOLL ROAD CHARGES	8	-	-	-	0.0%
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	3,551	13,558	8,412	(5,146)	-38.0%
51 5090211 LODGING	4,317	9,900	8,473	(1,427)	-14.4%
51 5090215 TRAVEL - OTHER	240	200	-	(200)	-100.0%
51 5090510 COMMUNITY PARTNERSHIP PROGRAMS	-	30,000	-	(30,000)	-100.0%
51 5099901 POSTAGE	40	60	60	-	0.0%
51 5099909 OTHER MISCELLANEOUS EXPENSES	643	-	-	-	0.0%
TOTAL OTHER EXPENSES	681,677	1,061,155	860,382	(200,773)	-18.9%
TOTAL EXPENSES	\$1,809,489	\$2,913,778	\$2,848,366	(\$65,412)	-2.2%

Marketing

Functions and Functions and Responsibilities

The Marketing department oversees strategic marketing, brand management, graphic design, customer literature production and distribution, transit advertising, the business-to-business program and special events planning and implementation. Major responsibilities include increasing ridership through the promotion of routes and services, working with the Communications and Community Involvement departments to inform the public of planned initiatives and improvements, communicating routes and services to customers, and increasing awareness of Capital Metro's services through advertising, collateral development, digital and promotions. Working with an external advertising agency, the department carries out market research to measure levels of awareness and customer satisfaction with specific products. Internal marketing, schedule design and production, signage design and management and fleet graphics are also key roles played by the department. The Marketing department also helps generate revenue through the sale of advertising on transit vehicles and through the development of partnerships with businesses to create ridership programs.

FY2014 Accomplishments

- ◆ Deliver the Best Possible Customer Experience
 - Performed biennial community perception survey.
 - Successfully launched new MetroRapid services and remain on track to reach the 2016 ridership goals for the service.
 - Began the rebranding of the Capital Metro fleet with the painting of the MetroExpress vehicles and the institution of new branding on collateral, signage and key business documents.
 - Completed user experience testing of all digital touch points in preparations for improvements for web, mobile site and mobile app.
 - Successfully launched the CapMetro mobile app, and far exceeded the goal for downloads within the first four months.
 - Expanded Austin City Limits and South by Southwest coverage and outreach resulting in record ridership.
 - Rebranded the MetroAirport service and increased outreach to hotels serving the route.

- ◆ Demonstrate the Value of Public Transportation in a Dynamic Community
 - Rolled out the Project Connect plan, website, and education collateral including the vision map, videos, and brochures.
 - Rolled out the Local Preferred Alternative plan for Project Connect North Corridor in conjunction with community involvement and communications including the website, local preferred alternative map and successful launch event at the Dell Diamond.
 - Worked with the City of Austin to develop and implement the Central Corridor local preferred alternative including website, videos, maps and informational brochures.
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Launched a new business-to-business (B2B) model that began to roll out in July 2014.
 - Board approval of Austin Community College (ACC) Interlocal Agreement.
 - Board approval of ACC Cypress Creek extension.
 - On track to exceed \$1,000,000 in transit advertising sales.
 - Provided design/production support for annual report developed by the Communications department.
 - Successfully communicated fare changes in January 2014, including the development of color coding for brochures and at-stop signage that clarified the fare levels for each service.
 - Successfully moved customers from the Congress corridors to the new Guadalupe/Lavaca corridors in the June service change through the development of signage, wayfinding and communications.

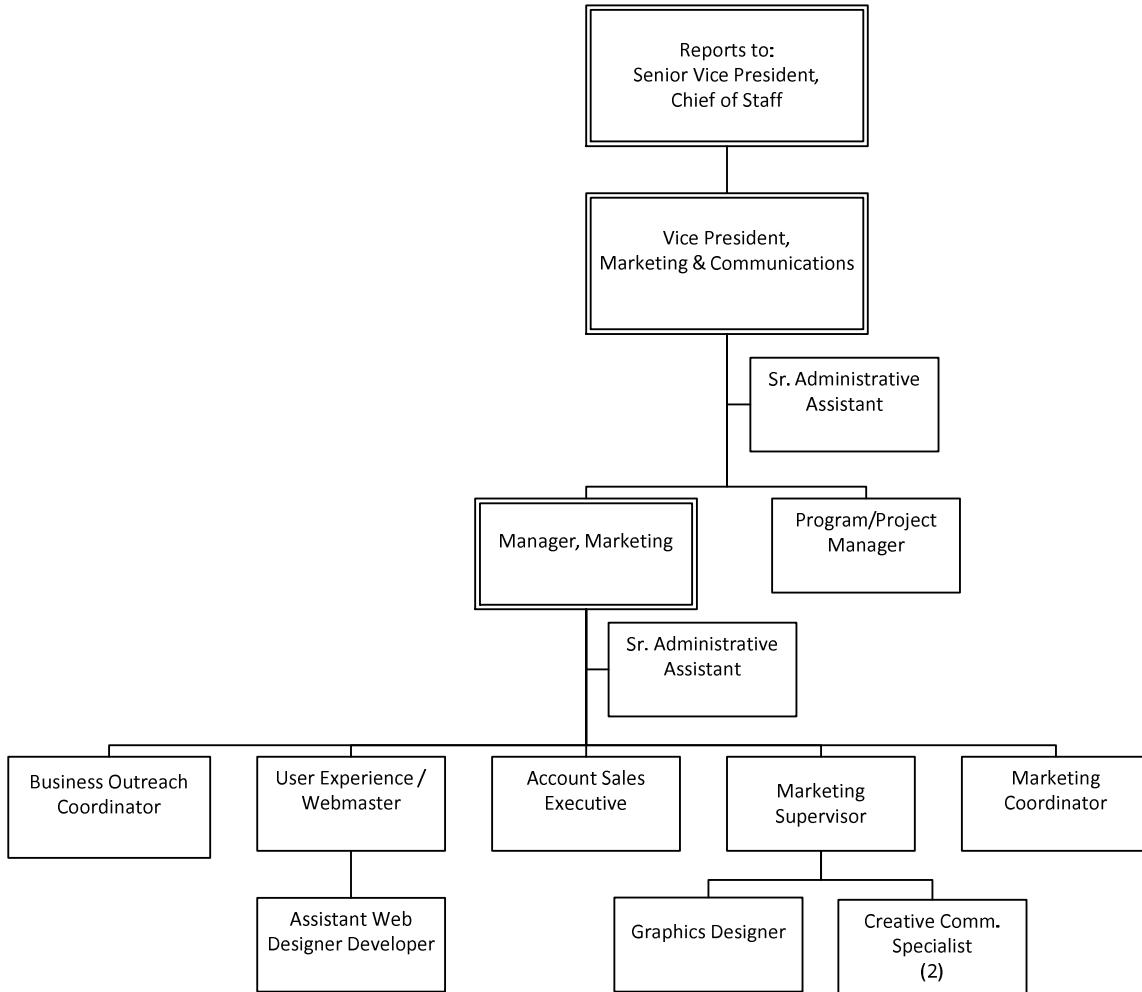
FY2015 Initiatives

- ◆ Demonstrate the Value of Public Transportation in a Dynamic Community
 - Work with the Construction and Engineering department to roll out the next phase of signage and amenity improvements.
 - Work with Operations to continue the rebranding of the Capital Metro fleet.
 - Roll-out the rebranding project across customer and community touch points.
 - Continue to develop educational and promotional materials and advertising for Project Connect North Corridor events in 2015.



- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Educate customers on the January 2015 fare change through all customer communication channels.
 - Provide design/production support for annual report developed by the Communications department.
- ◆ Deliver the Best Possible Customer Experience
 - Continue the promotion of MetroRapid to reach the 2016 ridership goals.
 - Update the system map to move toward a frequency-based system.
 - Update the digital touch points to improve usability and prepare customers for fleet-wide real-time options.
 - Conduct the biannual customer satisfaction survey.
 - Conduct an experience design study to better gauge barriers to riding that can be reduced through better information systems design.
 - Successfully roll out service changes three times a year.

Marketing Department Organizational Chart





Budget Changes

Salaries and Wages

Increase of \$18,805 in Salaries and Wages due to salary adjustments and the approved merit-based salary increase.

Benefits

Net decrease of \$971 in Benefits associated with payroll taxes resulting from changes in salaries and wages described previously and a lower state unemployment tax rate.

Other Expenses

Increase of \$379,996 in Consultation Fees to support MetroRapid service, wayfinding, kiosk development, rebranding initiative and a ridership campaign. Decrease of \$108,444 in Other Supplies no longer needed related to the MetroRapid service launch in FY2014. Decrease of \$509,748 in Advertising Promotion Media due to decrease in media purchases planned for FY2015 since the launch of MetroRapid and Mobile Ticketing was completed in FY2014.

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	Var \$ FY2015 VS. FY2014	Var % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$530,562	\$1,003,834	\$1,022,639	\$18,805	1.9%
51 5010203 OVERTIME - ADMINISTRATIVE	838	-	-	-	0.0%
51 5020901 SICK LEAVE-ADMIN	34,197	-	-	-	0.0%
51 5021001 HOLIDAY LEAVE-ADMIN	31,065	-	-	-	0.0%
51 5021101 VACATION LEAVE-ADMIN	40,306	-	-	-	0.0%
51 5021201 OTHER PAID LEAVE-ADMIN	1,665	-	-	-	0.0%
TOTAL SALARIES & WAGES	638,633	1,003,834	1,022,639	18,805	1.9%
BENEFITS					
51 5020101 FICA-ADMIN	44,708	71,898	71,683	(215)	-0.3%
51 5020701 STATE UNEMPLOYMENT-ADMIN	84	3,654	2,898	(756)	-20.7%
TOTAL BENEFITS	44,792	75,552	74,581	(971)	-1.3%
OTHER EXPENSES					
51 5030303 CONSULTATION FEES	471,214	824,004	1,204,000	379,996	46.1%
51 5030309 OTHER PROFESSIONAL FEES	121,412	157,000	140,000	(17,000)	-10.8%
51 5030401 TEMPORARY HELP	123,000	25,000	24,996	(4)	0.0%
51 5039901 COURIER AND DELIVERY SERVICES	5	-	1,800	1,800	100.0%
51 5039909 OTHER SERVICES	10,065	20,000	8,000	(12,000)	-60.0%
51 5039926 ADVERTISING INSTALLATION EXPENSE	142,100	129,780	181,968	52,188	40.2%
51 5049901 OFFICE SUPPLIES	18,980	21,996	21,000	(996)	-4.5%
51 5049903 MAPS AND SCHEDULES	199,912	246,000	245,000	(1,000)	-0.4%
51 5049909 OTHER SUPPLIES	94,390	250,800	142,356	(108,444)	-43.2%
51 5049915 NON CAPITAL EQUIPMENT	4,044	-	-	-	0.0%
51 5050204 TELEPHONE-LOCAL	920	480	960	480	100.0%
51 5090101 DUES AND SUBSCRIPTIONS	2,100	4,900	49,575	44,675	911.7%
51 5090201 AIRFARE - TRANSPORTATION	5,382	5,700	5,400	(300)	-5.3%
51 5090205 TRAVEL - PER DIEM	3,427	3,012	3,012	-	0.0%
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	8,682	12,245	3,600	(8,645)	-70.6%
51 5090211 LODGING	8,076	6,200	6,200	-	0.0%
51 5090215 TRAVEL - OTHER	440	400	-	(400)	-100.0%
51 5090801 NEWSPAPER MEDIA	1,840	-	-	-	0.0%
51 5090804 ADVERTISING/PROMOTION MEDIA	242,202	738,744	228,996	(509,748)	-69.0%
51 5099901 POSTAGE	103	1,000	500	(500)	-50.0%
51 5099905 COMPUTER SOFTWARE	-	15,000	-	(15,000)	-100.0%
51 5099909 OTHER MISCELLANEOUS EXPENSES	7,987	-	-	-	0.0%
51 5099930 IN-KIND EXCHANGE EXPENSE	-	200,000	200,000	-	0.0%
TOTAL OTHER EXPENSES	1,466,281	2,662,261	2,467,363	(194,898)	-7.3%
TOTAL EXPENSES	\$2,149,706	\$3,741,647	\$3,564,583	(\$177,064)	-4.7%



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Community Involvement

Functions and Responsibilities

The Community Involvement (CI) department furthers the mission of Capital Metro and builds community trust by meaningfully engaging our community in agency decision-making, serving as the agency's primary liaisons with community groups and organizations, and managing several programs to facilitate community involvement with Capital Metro. The CI department's activities are aligned with the following strategic goals: Deliver the Best Possible Customer Experience, Continue to Improve Organizational Practices and Develop Staff, Demonstrate the Value of Public Transportation in a Dynamic Community, and Demonstrate Regional Leadership.

FY2014 Accomplishments

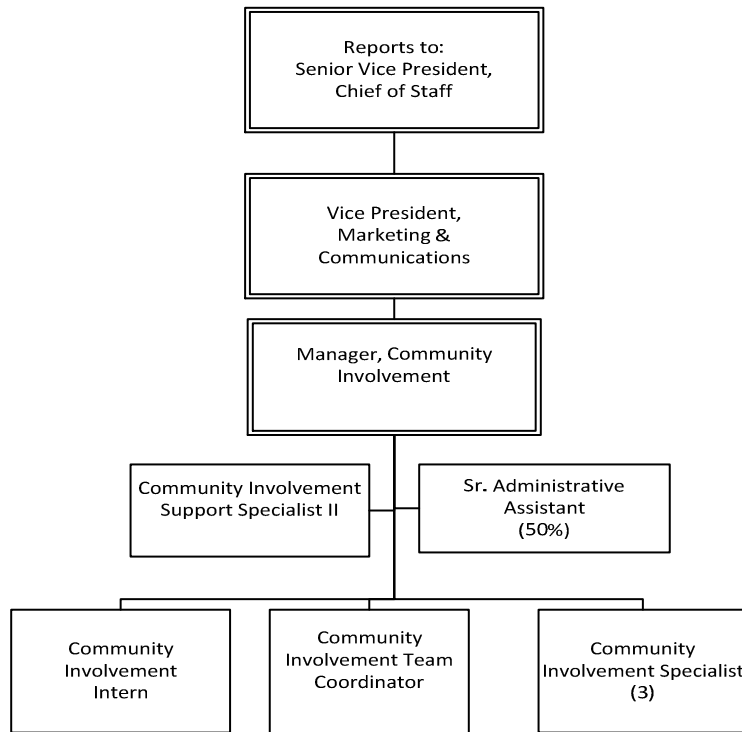
- ◆ Deliver the Best Possible Customer Experience
 - Contributed to the successful launch of MetroRapid routes 801 and 803 by coordinating public outreach activities prior to the service launch, including hosting neighborhood-based events and participating in community events to inform the public of the new service and its utility. During the service launch, our team coordinated the deployment of agency volunteers and ambassadors to provide hands-on assistance to MetroRapid passengers in order to facilitate their acclimation to the service.
 - Implemented plans for communicating to current riders and new riders of changes to service or when service is added for special events, including: January, June and August 2014 service changes, Formula 1, Austin City Limits Music Festival, Pecan Street Festival and SXSW special event service.
- ◆ Demonstrate the Value of Public Transportation in a Dynamic Community
 - Successfully engaged our region in major agency decision-making, including the following projects and programs: Project Connect North Corridor; Project Connect Central Corridor; January, June and August 2014 Service Changes; Fare Restructure; and FY2015 Budget Development.
 - Continued use of interactive tools for customer input to enhance citizen participation, ensure agency transparency, and enhance the board's decision-making processes, including ideas.capmetro.org online discussion forum, multiple online platforms for the Project Connect Central Corridor study, interactive voting technology at public meetings and workshops, webinars, online videos, online and in-person customer surveys, and targeted focus groups.
 - Worked with board advisory committees to develop meaningful dialogue including co-developing of a productive work plan for each committee, tracking the status of committee recommendations, and conducting an annual survey of committee engagement to ensure a healthy dialogue.

- Coordinated the second annual Stuff the Bus—a signature Capital Metro Community Involvement event in partnership with Whole Foods, the Capital Area Food Bank and other community partners—which resulted in thousands of meals provided to hungry people in our community, earned substantial positive media, and demonstrated Capital Metro’s commitment to good corporate citizenship.
- Successfully completed an innovative rail safety project funded by Operation Lifesaver, which led to a successful partnership with Creative Action to engage youth in the development of new rail safety curriculum targeting middle school students.
- Began development of an Engagement Tool Box to more effectively reach out and involve traditionally under-represented segments of our community, including non-English speakers.
- ◆ Demonstrate Regional Leadership
 - Developed new partnerships with major stakeholder organizations throughout the region to facilitate the realization of the Project Connect system vision and other transit service expansion priorities.

FY2015 Planned Initiatives

- ◆ Demonstrate the Value of Public Transportation in a Dynamic Community
 - Continue implementation of the board’s Community Involvement Policy to enhance agency decision-making processes, including the following planned projects: Additional Project Connect Central Corridor System Planning; Project Connect North Corridor implementation; ServicePlan 2025; Service Guidelines and Standards Update; 2016 Strategic Plan Update; January, June, and August 2015 Service Changes, and FY2016 Budget Development.
 - Identify potential partners and strengthen existing partnerships to achieve success in targeted areas of interest. Develop an inventory of Capital Metro partnerships and evaluate their impact in advancing strategic agency objectives.
 - Develop and implement comprehensive stakeholder outreach plans for the following Capital Metro projects: 2015 Fare Increase and January, June, and August 2015 Service Changes.
 - Continue partnership with the City of Austin and other local entities on the development of a community infrastructure for public dialogue to enable Capital Metro to more meaningfully engage the public in decision-making process.
 - Support operations, marketing and communications efforts for major special events to ensure a great customer service experience.
 - Evaluate the feasibility and develop a plan to introduce a Capital Metro public art program.
 - Maintain an innovative rail and bus safety education and outreach program.

Community Involvement Department Organizational Chart



Budget Changes

Salaries and Wages

Net decrease of \$26,645 in Salaries and Wages due to a reduction of 0.5 FTE.

Benefits

Net decrease of \$2,835 in Benefits associated with payroll taxes resulting from changes in salaries and wages described previously and a lower state unemployment tax rate.

Other Expenses

Increase of \$100,496 in Other Professional Fees due to marketing outreach services for additional Project Connect Central Corridor system planning, Capital Metro’s Service Plan 2025, MetroArt for transit stations, Latino engagement, Georgetown transit, cycling engagement, and service guidelines and standards update. Decrease of \$14,500 in Other Supplies due to fewer displays and promotional items planned in FY2015. Increase of \$10,000 in Other Misc. Expenses for other supplies and expenses for community outreach efforts.



Capital Metropolitan Transportation Authority Approved FY2015
Operating and Capital Budget and Five Year Capital Improvement Plan

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	Var \$ FY2015 VS. FY2014	Var % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$321,464	\$395,373	\$362,292	(\$33,080)	-8.4%
51 5010203 OVERTIME - ADMINISTRATIVE	126	-	6,436	6,436	0.0%
51 5020901 SICK LEAVE-ADMIN	10,803	-	-	-	0.0%
51 5021001 HOLIDAY LEAVE-ADMIN	20,655	-	-	-	0.0%
51 5021101 VACATION LEAVE-ADMIN	19,183	-	-	-	0.0%
51 5021201 OTHER PAID LEAVE-ADMIN	1,679	-	-	-	0.0%
TOTAL SALARIES & WAGES	373,909	395,373	368,728	(26,645)	-6.7%
BENEFITS					
51 5020101 FICA-ADMIN	26,725	29,365	26,908	(2,457)	-8.4%
51 5020701 STATE UNEMPLOYMENT-ADMIN	82	1,827	1,449	(378)	-20.7%
TOTAL BENEFITS	26,807	31,192	28,357	(2,835)	-9.1%
OTHER EXPENSES					
51 5030303 CONSULTATION FEES	1,950	-	-	-	0.0%
51 5030309 OTHER PROFESSIONAL FEES	56,379	229,004	329,500	100,496	43.9%
51 5030401 TEMPORARY HELP	35,056	36,996	36,996	-	0.0%
51 5039901 COURIER AND DELIVERY SERVICES	3	-	-	-	0.0%
51 5039909 OTHER SERVICES	257,531	7,500	12,000	4,500	60.0%
51 5039926 ADVERTISING INSTALLATION EXPENSE	6,000	-	-	-	0.0%
51 5040121 GASOLINE	1,214	1,204	1,500	296	24.6%
51 5049901 OFFICE SUPPLIES	4,991	7,507	15,000	7,493	99.8%
51 5049902 PASSES AND TICKETS	-	6,500	-	(6,500)	-100.0%
51 5049903 MAPS AND SCHEDULES	68	-	-	-	0.0%
51 5049909 OTHER SUPPLIES	6,756	29,500	15,000	(14,500)	-49.2%
51 5049915 NON CAPITAL EQUIPMENT	-	10,000	10,000	-	0.0%
51 5050204 TELEPHONE-LOCAL	2,079	3,840	4,800	960	25.0%
51 5070502 GASOLINE FUEL TAX	73	50	100	50	100.0%
51 5090101 DUES AND SUBSCRIPTIONS	20,272	28,325	27,325	(1,000)	-3.5%
51 5090201 AIRFARE - TRANSPORTATION	1,733	3,580	4,500	920	25.7%
51 5090205 TRAVEL - PER DIEM	1,132	6,972	1,100	(5,872)	-84.2%
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	3,087	8,593	3,100	(5,493)	-63.9%
51 5090211 LODGING	812	376	1,000	624	166.0%
51 5090215 TRAVEL - OTHER	16	50	-	(50)	-100.0%
51 5090804 ADVERTISING/PROMOTION MEDIA	90	4,500	-	(4,500)	-100.0%
51 5099901 POSTAGE	924	1,825	1,500	(325)	-17.8%
51 5099909 OTHER MISCELLANEOUS EXPENSES	1,197	-	10,000	10,000	0.0%
51 5121202 OFFICE EQUIPMENT	265	-	-	-	0.0%
TOTAL OTHER EXPENSES	401,627	386,322	473,421	87,099	22.5%
TOTAL EXPENSES	\$802,343	\$812,887	\$870,506	\$57,619	7.1%

Customer Service

Functions and Responsibilities

The Customer Service department is comprised of two functions: Call Center and Transit Store. The Call Center provides telephone, email, and web-assisted customer service by delivering accurate route and scheduling information, providing timely response and resolution to customer comments, and educating the public on Capital Metro products and services. The Transit Store provides retail pass sales, reduced fare ID card issuance, lost and found services, and assistance with general information and inquiries.

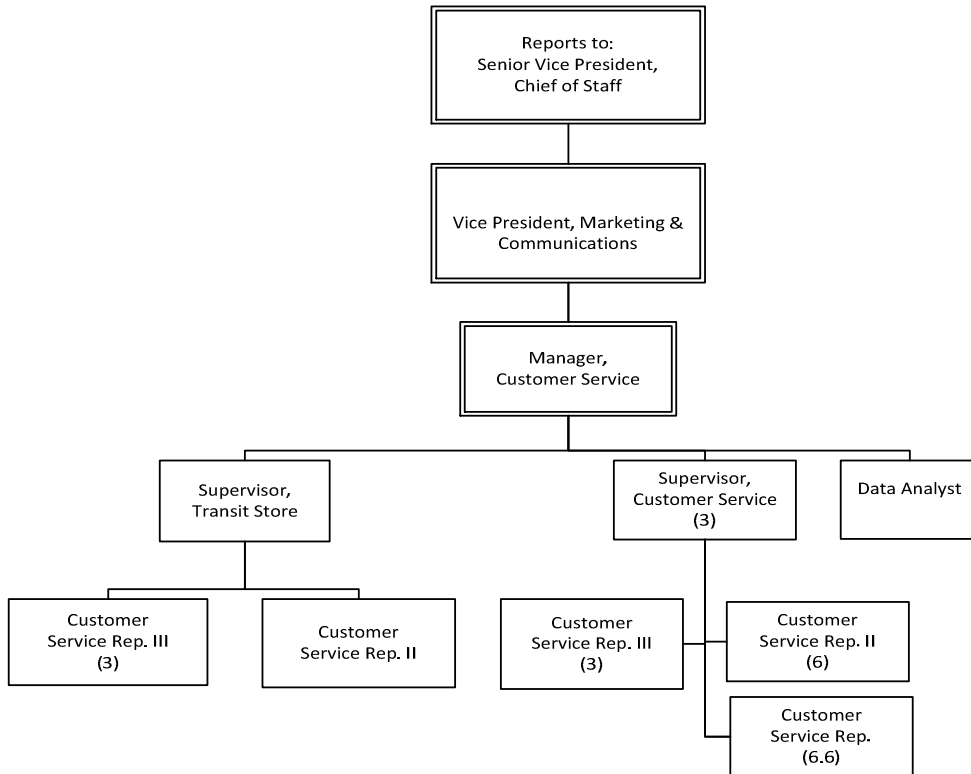
FY2014 Accomplishments

- ◆ Deliver the Best Possible Customer Experience
 - For the 12 months ending March 2014, 452,126 customer calls were answered by live agents representing a decrease of 24% compared to the prior 12 months; an additional 375,072 calls were processed exclusively through the Interactive Voice Response (IVR) system, representing a 21% decrease in calls processed through the IVR.
 - For five months of the 12-month period ending March 2014, the goal of answering 80% of calls within 60 seconds was met.
 - For the 12 months ending March 2014, 14,128 Customer Comment Reports were processed; up 20% compared to the prior 12 months.
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Relocated Customer Service operations to a new facility.

FY2015 Planned Initiatives

- ◆ Deliver the Best Possible Customer Experience
 - Answer a projected volume of 519,000 calls with live agents.
 - Implement the Customer Service portions of the Intelligent Transportation System (real-time data) rollout, and the Interactive Voice Response (IVR) initiative, anticipated for FY2014-15 rollout.
 - Implementation of the new Customer Comments database.
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Co-locate MetroAccess call center with Customer Service call center.

Customer Service Department Organizational Chart



Budget Changes

Salaries and Wages

Net decrease of \$6,500 in Salaries and Wages due to personnel changes, the approved merit-based salary increase, and a decrease in anticipated overtime.

Benefits

Net decrease of \$747 in Benefits associated with payroll taxes resulting from changes in salaries and wages described previously and a lower state unemployment tax rate.

Other Expenses

Decrease of \$4,100 in Other Services due to completion of IVR and licenses. Decrease of \$10,300 in non-capital equipment due to completion of the department relocation. Decrease of \$3,000 in Advertising/Promotion Media due to completion of new promotional video. Decrease of \$9,000 in Other Miscellaneous Expense due to the transfer of parking expenses to the Real Estate and Asset Management department to facilitate centralized tracking of facilities costs.



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	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	Var \$ FY2015 VS. FY2014	Var % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$743,380	\$1,140,552	\$1,150,027	\$9,475	0.8%
51 5010203 OVERTIME - ADMINISTRATIVE	77,638	82,392	66,416	(15,976)	-19.4%
51 5020901 SICK LEAVE-ADMIN	42,036	-	-	-	0.0%
51 5021001 HOLIDAY LEAVE-ADMIN	43,549	-	-	-	0.0%
51 5021101 VACATION LEAVE-ADMIN	47,787	-	-	-	0.0%
51 5021201 OTHER PAID LEAVE-ADMIN	2,989	-	-	-	0.0%
TOTAL SALARIES & WAGES	957,379	1,222,944	1,216,443	(6,500)	-0.5%
BENEFITS					
51 5020101 FICA-ADMIN	68,891	84,040	84,804	765	0.9%
51 5020701 STATE UNEMPLOYMENT-ADMIN	200	7,308	5,796	(1,512)	-20.7%
TOTAL BENEFITS	69,091	91,348	90,600	(747)	-0.8%
OTHER EXPENSES					
51 5030309 OTHER PROFESSIONAL FEES	235	-	-	-	0.0%
51 5030401 TEMPORARY HELP	4,772	55,380	55,380	-	0.0%
51 5030512 SOFTWARE MAINTENANCE CONTRACTS	747	-	-	-	0.0%
51 5039909 OTHER SERVICES	6,950	16,929	12,829	(4,100)	-24.2%
51 5049901 OFFICE SUPPLIES	5,109	7,116	5,100	(2,016)	-28.3%
51 5049909 OTHER SUPPLIES	470	800	470	(330)	-41.3%
51 5049915 NON CAPITAL EQUIPMENT	3,959	10,300	-	(10,300)	-100.0%
51 5050204 TELEPHONE-LOCAL	420	600	960	360	60.0%
51 5090201 AIRFARE - TRANSPORTATION	-	1,800	-	(1,800)	-100.0%
51 5090205 TRAVEL - PER DIEM	-	114	-	(114)	-100.0%
51 5090211 LODGING	-	360	-	(360)	-100.0%
51 5090215 TRAVEL - OTHER	-	180	-	(180)	-100.0%
51 5090804 ADVERTISING/PROMOTION MEDIA	-	15,000	12,000	(3,000)	-20.0%
51 5099901 POSTAGE	63	400	100	(300)	-75.0%
51 5099905 COMPUTER SOFTWARE	1,647	-	-	-	0.0%
51 5099908 COMPUTER HARDWARE	769	-	-	-	0.0%
51 5099909 OTHER MISCELLANEOUS EXPENSES	2,851	9,500	500	(9,000)	-94.7%
TOTAL OTHER EXPENSES	27,994	118,479	87,339	(31,140)	-26.3%
TOTAL EXPENSES	\$1,054,464	\$1,432,771	\$1,394,383	(\$38,388)	-2.7%



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Human Resources

Functions and Responsibilities

The Human Resources department's mission is to partner with employees to hire, develop and retain an engaged workforce that fulfills Capital Metro's mission. The department's primary responsibilities are to facilitate staffing strategies required to meet Capital Metro department needs; manage benefits programs to meet employee needs; administer compensation and performance management programs; coordinate staff development and training programs to enhance employees' knowledge, skills and abilities; develop and administer human resources policies and procedures to comply with federal, state and local regulations.

FY2014 Accomplishments

- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Continued cost saving measures in the health plan and other benefits programs.
 - Completed the review of all Human Resource policies, updating and combining many policies for easier administration and access by management and employees.
 - Implemented a leadership development program, branded as Leaders in Motion, with two cohorts for management. Executive managers were the first attendees during the year.
 - Developed action plans to address areas of concern from results of Employee Engagement Survey.
 - Developed action plans to address areas of concern in the Customer Service and in the Metro Access Control Center.
 - Developed and implemented salary structure for the Metro Access Control Center employees represented by IUE.
 - Continued employee communications programs to address employee questions on agency matters through Linda is Listening platform.

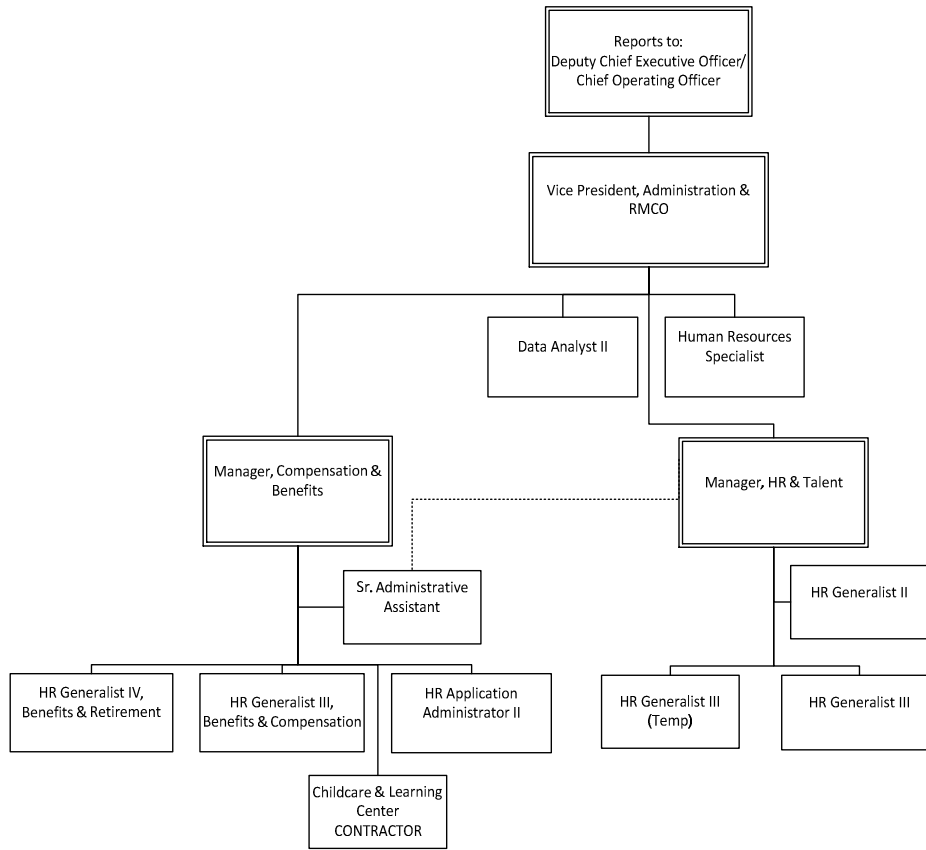


- ◆ Deliver the Best Possible Customer Experience
 - Partnered with the Communications department to develop and deliver customer service training to all operators for the new MetroRapid service.

FY2015 Planned Initiatives

- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Complete salary structure review and implement any changes to ensure internal and external competitive compensation program.
 - Continue with the Leaders in Motion program to include two more cohorts for management and develop program for individual contributors.
 - Complete the biennial Employee Engagement Survey.
 - Continue employee communications programs to address employee questions on agency matters.

Human Resources Department Organizational Chart



Budget Changes

Salaries and Wages

Increase of \$116,212 in Salaries and Wages due to salary adjustments and the approved merit-based increase.

Benefits

Net decrease of \$6,378 in Benefits associated with payroll taxes resulting from changes in salaries and wages described previously, lower state unemployment tax rate, a decrease in Relocation Reimbursement due to localized staffing, and an increase in Tuition Reimbursement.

Other Expenses

Increase of \$40,474 in Consultation Fees for leadership development fast tracking and contractual increases. Increase of \$19,000 in Other Professional Fees for two biennial surveys planned in FY2015. Decrease of \$21,662 in Temporary Help to reflect a reduction in short term help needs. Decrease of \$8,570 in Seminars and Conferences due to a reduction in planned attendance at conferences.



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	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	Var \$ FY2015 VS. FY2014	Var % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$733,585	\$847,016	\$963,228	\$116,212	13.7%
51 5010203 OVERTIME - ADMINISTRATIVE	130	-	-	-	0.0%
51 5020901 SICK LEAVE-ADMIN	39,537	-	-	-	0.0%
51 5021001 HOLIDAY LEAVE-ADMIN	40,533	-	-	-	0.0%
51 5021101 VACATION LEAVE-ADMIN	60,978	-	-	-	0.0%
51 5021201 OTHER PAID LEAVE-ADMIN	282	-	-	-	0.0%
TOTAL SALARIES & WAGES	875,046	847,016	963,228	116,212	13.7%
BENEFITS					
51 5020101 FICA-ADMIN	60,971	61,424	68,393	6,969	11.3%
51 5020201 401K	1,300	-	-	-	0.0%
51 5020701 STATE UNEMPLOYMENT-ADMIN	122	2,871	2,484	(387)	-13.5%
51 5021405 HOUSING	1,452	4,500	4,500	-	0.0%
51 5021406 RELOCATION REIMB.	50,356	64,822	41,000	(23,822)	-36.7%
51 5021430 TUITION REIMBURSEMENT	12,007	25,138	36,000	10,862	43.2%
TOTAL BENEFITS	126,208	158,755	152,377	(6,378)	-4.0%
OTHER EXPENSES					
51 5030303 CONSULTATION FEES	367,554	338,300	378,774	40,474	12.0%
51 5030306 TECHNICAL SERVICES	5,450	6,700	6,700	-	0.0%
51 5030309 OTHER PROFESSIONAL FEES	14,302	1,500	20,500	19,000	1266.7%
51 5030401 TEMPORARY HELP	63,246	27,662	6,000	(21,662)	-78.3%
51 5039909 OTHER SERVICES	1,183	3,850	650	(3,200)	-83.1%
51 5049901 OFFICE SUPPLIES	11,787	17,500	17,500	-	0.0%
51 5049904 TRAINING MATERIALS	166	-	-	-	0.0%
51 5049909 OTHER SUPPLIES	165	750	750	-	0.0%
51 5049915 NON CAPITAL EQUIPMENT	2,495	-	-	-	0.0%
51 5050204 TELEPHONE-LOCAL	480	960	960	-	0.0%
51 5090101 DUES AND SUBSCRIPTIONS	4,946	6,965	6,410	(555)	-8.0%
51 5090201 AIRFARE - TRANSPORTATION	4,825	5,100	5,100	-	0.0%
51 5090205 TRAVEL - PER DIEM	2,289	2,460	2,450	(10)	-0.4%
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	13,695	17,995	9,425	(8,570)	-47.6%
51 5090211 LODGING	5,692	5,050	5,050	-	0.0%
51 5090215 TRAVEL - OTHER	3	-	-	-	0.0%
51 5090801 NEWSPAPER MEDIA	4,257	4,200	4,200	-	0.0%
51 5099901 POSTAGE	428	600	600	-	0.0%
51 5099902 BANK CHARGES	89	-	-	-	0.0%
51 5099909 OTHER MISCELLANEOUS EXPENSES	361	-	-	-	0.0%
51 5099992 RECOGNITION PROGRAM	3,035	6,500	10,000	3,500	53.8%
TOTAL OTHER EXPENSES	506,448	446,092	475,069	28,977	6.5%
TOTAL EXPENSES	\$1,507,701	\$1,451,863	\$1,590,674	\$138,810	9.6%

Risk Management and Safety

Functions and Responsibilities

Effective May 1, 2013, the Safety Department was combined with the Risk Management Department as part of a reorganization designed to help move the organization forward and position Capital Metro as a leader in not only providing mobility but also to develop consensus on long term transit investments.

The Risk Management and Safety Department's mission is to consult with other departments and contractors to minimize human and economic losses to the public, employees and Capital Metro and to identify hazardous conditions and reduce potential injuries, accidents and property damage. The department also obtains cost-effective insurance coverage and processes all liability, subrogation and workers compensation claims. All accidents and injuries are investigated and recommendations made for preventive measures based on identified trends.

In addition, the department's goal is to ensure the safety of employees, customers, facilities and equipment. To accomplish these goals, staff reviews policies, procedures, monitors the operation of all services and takes a proactive role in the identification of measures to address hazards. This includes development of a centralized structure for managing organization safety and security plans in a contracted service model.

FY 2014 Accomplishments

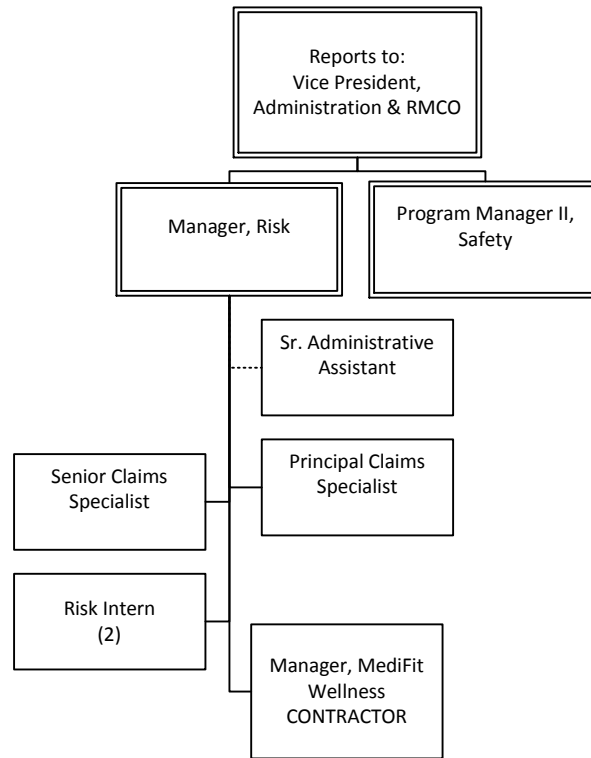
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Enhanced Safety at Capital Metro via the Risk Management Oversight Team which seeks to identify and address significant hazards and risks facing our service.
 - Received three Return of Equity checks from Texas Municipal League credits. Liability: \$94,730, Property: \$11,711, Workers' Comp: \$6,022.
 - Increased contractor safety program oversight to ensure compliance with system safety plans.
 - Conducted assessment of rail system safety program resulting in a successful audit and positive review by the American Public Transit Association (APTA).
 - Procured the liability insurance for Rail Operations directly for the first time this year at a significant savings which includes a reduction of \$118,072 in broker fees and the ability to identify and recover hundreds of thousands of dollars from the city of Austin.
 - The Risk Management Department has consistently recovered physical damage recoveries in an amount greater than the entire administrative salaries for the department.
 - Developed approach to determine the Total Cost of Risk. This performance metric will be used to track annual expenses associated with risk management over time and analyze reasons for changes.
 - Engaged the Texas Transportation Institute to perform an in-depth analysis of accident trends, causes and recommend actions to address.

- ◆ Deliver the Best Possible Customer Experience
 - Safety Task Force promoted safety awareness to prevent catastrophic events.
 - Enhanced Capital Metro's role in efforts to improve transportation safety by participation in the City of Austin Safety Summit and the Crossroads Traffic Safety Coalition.
 - Initiated safety messages on bus destination signs and interior LED signs for the purpose of educating the general public on, in and around public transit vehicles.
 - Partnered with KEYE for the 2014 "No Text Campaign" that includes online elements and public service announcements on KEYE and Telemundo to educate the public about texting and driving.
 - Partnered with TXDOT to educate the public on safety on, in and around public transit vehicles. Initiatives from the partnership include Sober Ride Campaign and 200 interior safety message signs for buses.

FY 2015 Planned Initiatives

- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Lead Capital Metro's efforts to manage claim cost to ensure premium reductions.
 - Continue to aggressively pursue subrogation recoveries.
 - Effectively communicate enterprise risk management concepts across the authority.
 - Conduct claim reviews of insurance carrier files for accountability and cost control.
 - Develop and implement Enterprise Risk Management (ERM) Program and effectively communicate ERM concepts across the authority.
 - Enhance the authority wide emergency evacuation program plan.
- ◆ Deliver the Best Possible Customer Experience
 - Further enhance the culture of safety through employee and service contractor involvement and consistent contractor safety oversight.
 - Promote customer and public facing safety initiatives via interior & exterior vehicle safety messaging and new public service announcements.
 - Implement a Safety Management System approach to assessing and mitigating risks in all system operations consistent with Federal Transit Administration guidance.

Risk Management and Safety Department Organizational Chart



Budget Changes

Salaries and Wages

Increase of \$53,593 in Salaries and Wages due to addition of one administrative support FTE and approved merit-based salary increases.

Benefits

Net increase of \$3,863 in Benefits associated with payroll taxes resulting from changes in salaries and wages described previously and a lower state unemployment tax rate.

Other Expenses

Decrease of \$25,250 in Other Professional Fees and decrease of \$94,900 in Other Services due to fewer projects underway in FY2015. Decrease of \$20,000 in Other Supplies due to recently purchasing emergency response supplies. Increase of \$1,151,004 in Rail Liability Claim Payments due to transferring the expense from the Commuter Rail department to centralize budgeting for risk management related expenses. Increase of \$117,792 in Vehicle Liabilities Premiums due to rate changes.



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	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	Var \$ FY2015 VS. FY2014	Var % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$203,897	\$359,418	\$413,011	\$53,593	14.9%
51 5010203 OVERTIME - ADMINISTRATIVE	124	-	-	-	0.0%
51 5010304 INTERN PAY	18,002	-	-	-	0.0%
51 5020901 SICK LEAVE-ADMIN	15,575	-	-	-	0.0%
51 5021001 HOLIDAY LEAVE-ADMIN	11,333	-	-	-	0.0%
51 5021101 VACATION LEAVE-ADMIN	21,496	-	-	-	0.0%
51 5021201 OTHER PAID LEAVE-ADMIN	1,545	-	-	-	0.0%
51 5021210 SEVERANCE PAY - ADMIN	-	-	-	-	0.0%
TOTAL SALARIES & WAGES	271,972	359,418	413,011	53,593	14.9%
BENEFITS					
51 5020101 FICA-ADMIN	19,194	26,746	30,726	3,980	14.9%
51 5020701 STATE UNEMPLOYMENT-ADMIN	172	1,566	1,449	(117)	-7.5%
51 5020832 EXPENSE FOR W/C CLAIMS	189,543	701,556	701,556	-	0.0%
51 5020842 W/C ADMIN FEES (2% OF CLAIMS)	341	1,608	1,608	-	0.0%
51 5020845 PREMIUMS FOR W/C LOSSES	103,206	105,000	105,000	-	0.0%
TOTAL BENEFITS	312,456	836,476	840,339	3,863	0.5%
OTHER EXPENSES					
51 5030305 MEDICAL SERVICES	6,726	15,000	9,996	(5,004)	-33.4%
51 5030309 OTHER PROFESSIONAL FEES	69,351	102,250	77,000	(25,250)	-24.7%
51 5030401 TEMPORARY HELP	13,270	-	-	-	0.0%
51 5030509 REPAIR & MAINTENANCE-OTHER	-	800	1,500	700	87.5%
51 5039909 OTHER SERVICES	15,199	162,250	67,350	(94,900)	-58.5%
51 5040121 GASOLINE	-	4,580	4,580	-	0.0%
51 5049901 OFFICE SUPPLIES	3,207	3,300	3,996	696	21.1%
51 5049909 OTHER SUPPLIES	473	37,551	17,551	(20,000)	-53.3%
51 5049915 NON CAPITAL EQUIPMENT	-	1,800	1,800	-	0.0%
51 5050204 TELEPHONE-LOCAL	302	1,380	1,548	168	12.2%
51 5060101 PROPERTY INSURANCE PREMIUMS	111,683	180,468	221,004	40,536	22.5%
51 5060201 PHYSICAL DAMAGE RECOVERIES	(310,595)	(200,004)	(200,004)	-	0.0%
51 5060210 RAIL LIABILITY CLAIM PAYMENTS	1,000,000	1,599,996	2,751,000	1,151,004	71.9%
51 5060301 VEHICLE LIABILITY PREMIUMS	952,577	1,238,004	1,355,796	117,792	9.5%
51 5060302 AUTO LIABILITY LOSS	569,712	600,000	600,000	-	0.0%
51 5060801 PUBLIC OFFICIALS LIAB. PREMIUMS	48,403	50,820	50,820	-	0.0%
51 5060802 CRIME INSURANCE PREMIUM	7,560	9,000	9,000	-	0.0%
51 5060809 OTHER BUSINESS INSURANCE	82,074	85,204	88,500	3,296	3.9%
51 5070502 GASOLINE FUEL TAX	-	228	348	120	52.6%
51 5090101 DUES AND SUBSCRIPTIONS	1,395	1,925	1,897	(28)	-1.5%
51 5090201 AIRFARE - TRANSPORTATION	236	4,800	6,000	1,200	25.0%
51 5090205 TRAVEL - PER DIEM	297	3,643	4,293	650	17.8%
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	2,328	8,225	9,500	1,275	15.5%
51 5090211 LODGING	677	6,580	8,080	1,500	22.8%
51 5099901 POSTAGE	537	504	504	-	0.0%
51 5099909 OTHER MISCELLANEOUS EXPENSES	18	200	200	-	0.0%
TOTAL OTHER EXPENSES	2,575,430	3,918,504	5,092,259	1,173,755	30.0%
TOTAL EXPENSES	\$3,159,858	\$5,114,398	\$6,345,609	\$1,231,211	24.1%

Public Facilities

Functions and Responsibilities

The Public Facilities department is responsible for maintaining public facilities, consisting of all bus stops, Park & Rides, transit centers, and rail stations. The primary functions include the cleaning of bus stops and transit centers, servicing litter containers, coordinating the installation and removal of amenities, supporting special events, and performing service change support tasks including the installation and removal of signage.

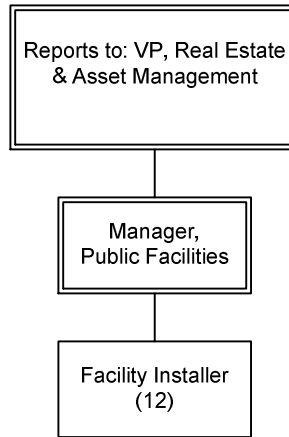
FY2014 Accomplishments

- ◆ Deliver the Best Possible Customer Experience
 - Supported Property Management efforts for the installation of new public amenities (e.g. pads, benches, and shelters).
 - Contributed to the upgrades of North Lamar Transit Center for the MetroRapid route 801 start-of-service.
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Assisted in the creation of inventory of all Public Facilities capital assets (e.g. bus stop amenities) for state of good repair purposes.
 - Assisted in the creation of Capital Asset Work Order processes and forms for the state of good repair project.

FY2015 Planned Initiatives

- ◆ Deliver the Best Possible Customer Experience
 - Support Property Management efforts for the installation of new public amenities (e.g. pads, benches, and shelters).
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Continue full implementation of and refinement of state of good repair Work Order system and inventory management processes.

Public Facilities Department Organizational Chart



Budget Changes

Salaries and Wages

Net increase in Salaries and Wages of \$41,540 due to the addition of new facility installer position and approved merit-based salary increases.

Benefits

Net increase of \$3,233 in Benefits associated with payroll taxes resulting from changes in salaries and wages described previously and a lower state unemployment tax rate.

Other Expenses

Decrease of \$40,008 in Repair and Maintenance and decrease of \$37,236 in Electrical Services to reflect actual spending trends. Increase of \$94,368 in Custodial Services due to contractual increase plus additional leased square footage. Increase of \$37,740 in Electric, decrease of \$60,024 in Gas, and decrease of \$68,132 in Garbage Collection to reflect planned usage and rates. Decrease of \$35,004 in Amenities as this expense will be budgeted in the Capital Projects department.



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	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	Var \$ FY2015 VS. FY2014	Var % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$421,468	\$577,633	\$610,422	\$32,789	5.7%
51 5010203 OVERTIME - ADMINISTRATIVE	64,344	84,638	93,390	8,751	10.3%
51 5020901 SICK LEAVE-ADMIN	14,058	-	-	-	0.0%
51 5021001 HOLIDAY LEAVE-ADMIN	23,253	-	-	-	0.0%
51 5021101 VACATION LEAVE-ADMIN	43,568	-	-	-	0.0%
51 5021201 OTHER PAID LEAVE-ADMIN	838	-	-	-	0.0%
TOTAL SALARIES & WAGES	567,529	662,271	703,812	41,540	6.3%
BENEFITS					
51 5020101 FICA-ADMIN	40,099	41,507	45,337	3,830	9.2%
51 5020202 PENSION - BARGAIN	108	-	-	-	0.0%
51 5020701 STATE UNEMPLOYMENT-ADMIN	108	3,132	2,691	(441)	-14.1%
51 5021302 UNIFORM ALLOWANCE-ADMIN.	6,456	5,760	6,504	744	12.9%
51 5021304 BOOT ALLOWANCE-ADMIN	1,033	1,500	1,200	(300)	-20.0%
51 5021307 OTHER CLOTHING ALLOW-ADMIN	-	600	-	(600)	-100.0%
TOTAL BENEFITS	47,804	52,499	55,732	3,233	6.2%
OTHER EXPENSES					
51 5030311 PERMITS AND FEES	-	6,156	-	(6,156)	-100.0%
51 5030401 TEMPORARY HELP	15,739	10,200	15,996	5,796	56.8%
51 5030509 REPAIR & MAINTENANCE-OTHER	5,124	147,004	106,996	(40,008)	-27.2%
51 5030515 ELECTRICAL SERVICES	65,986	132,240	95,004	(37,236)	-28.2%
51 5030601 CUSTODIAL SERVICES	798,481	855,636	950,004	94,368	11.0%
51 5039909 OTHER SERVICES	305,280	388,344	373,656	(14,688)	-3.8%
51 5040111 DIESEL	62,178	81,720	60,000	(21,720)	-26.6%
51 5040121 GASOLINE	3,957	-	-	-	0.0%
51 5049901 OFFICE SUPPLIES	460	120	120	-	0.0%
51 5049909 OTHER SUPPLIES	68,921	159,996	170,000	10,004	6.3%
51 5049916 MATERIALS-VANDALISM REPAIR	-	9,996	-	(9,996)	-100.0%
51 5049917 PAINT SUPPLIES	386	-	-	-	0.0%
51 5049920 MAINTENANCE MATERIALS	35,396	65,004	39,996	(25,008)	-38.5%
51 5050201 ELECTRIC	1,039,741	1,187,256	1,224,996	37,740	3.2%
51 5050202 WATER AND SEWER	517,364	230,112	249,996	19,884	8.6%
51 5050203 GAS	77,400	80,028	20,004	(60,024)	-75.0%
51 5050204 TELEPHONE-LOCAL	25	-	-	-	0.0%
51 5050207 GARBAGE COLLECTION	127,611	224,136	156,004	(68,132)	-30.4%
51 5050209 OTHER UTILITIES	15,483	10,704	6,600	(4,104)	-38.3%
51 5070501 DIESEL FUEL TAX	3,980	4,668	3,504	(1,164)	-24.9%
51 5070502 GASOLINE FUEL TAX	281	-	-	-	0.0%
51 5090206 TOLL ROAD CHARGES	66	-	-	-	0.0%
51 5099904 TOOLS AND EQUIPMENT	900	1,800	1,000	(800)	-44.4%
51 5099907 SAFETY EQUIPMENT	1,019	5,000	1,600	(3,400)	-68.0%
51 5099909 OTHER MISCELLANEOUS EXPENSES	422	-	-	-	0.0%
51 5099912 AMENITIES	-	35,004	-	(35,004)	-100.0%
TOTAL OTHER EXPENSES	3,146,200	3,635,124	3,475,476	(159,648)	-4.4%
TOTAL EXPENSES	\$3,761,533	\$4,349,894	\$4,235,020	(\$114,875)	-2.6%



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Capital Projects

Functions and Responsibilities

The Capital Projects department was formed to establish distinct responsibilities for the planning and development of capital projects to provide customer and administrative facilities for the agency. The Capital Projects department serves as the central area for the project management, design and construction of all capital facilities projects, including all Capital Metro bus stops, Park & Rides, transit centers and rail stations. The department's responsibilities also include the bus stop accessibility improvements program.

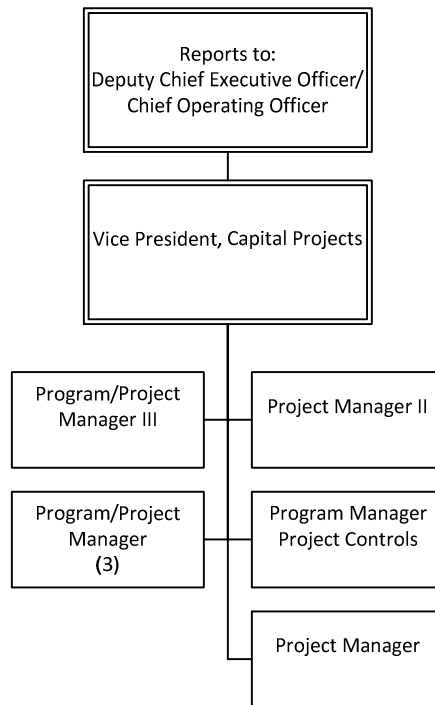
FY2014 Accomplishments

- ◆ Deliver the Best Possible Customer Experience
 - Led the launch of MetroRapid routes 801 and 803 services.
 - Completed construction of the MetroRapid route 803 stations.
 - Worked in partnership with the City of Austin Public Works department, improving accessibility and connectivity of more than 350 bus stops throughout the city for all customers.
 - Facilitated improvements for three major service changes, including the relocation of service from Congress to Guadalupe and Lavaca.
 - Constructed six new bus stops in the Guadalupe/Lavaca corridor to support the service relocation and coordinated with the city on completing related accessibility improvements.
 - Completed construction of the new Oak Hill Park & Ride facility.
 - Completed design and installation of approximately 18 new prototype bus stop shelters at select stops on the fixed-route system.
 - Completed pedestrian accessibility paving improvements to Transit Centers.
- ◆ Demonstrate the Value of Public Transportation in a Dynamic Community
 - Executed TIGER Grant contract with Federal Transit Administration for \$35 million rail infrastructure improvement project.
 - Secured environmental clearance for TIGER project.
 - Completed construction of MetroBike shelters at South Congress Transit Center, Highland Station, Saltillo Station, MLK, Jr. Station, Crestview Station, and Tech Ridge Park & Ride.
 - Completed remodel and relocation of Transit Store, Accessibility Assessment Center, Customer Service and Central Corridor Team to leased office space at Ninth and Lavaca.

FY2015 Planned Initiatives

- ◆ Deliver the Best Possible Customer Experience
 - Implement additional MetroRapid System improvements, utilizing remaining project grant funding.
 - Expand parking areas at Lakeline Station and Howard Station Park & Ride facilities.
- ◆ Demonstrate the Value of Public Transportation in a Dynamic Community
 - Initiate design and construction activities related to the TIGER rail infrastructure improvements.
 - Relocate MetroAccess administration to remodeled space at 209 W. Ninth Street.
 - Complete construction of a new MetroBike shelter at Leander Park & Ride.

Capital Projects





Budget Changes

Salaries and Wages

Increase of \$34,425 in Salaries and Wages due to position changes and approved merit-based salary increase.

Benefits

Net increase of \$1,957 in Benefits associated with payroll taxes resulting from changes in salaries and wages described previously and a lower state unemployment tax rate.

Other Expenses

Decrease of \$11,808 in Professional Fees for MetroRapid project since this new service launched in 2014. Increase of \$3,250 for permit fees for pedestrian lanes, sidewalks, and bus stops. Increase of \$75,000 in Temporary expenses due to the addition of one temporary position to assist with additional project workload related to the TIGER grant award. Increase of \$44,004 in Other Services for installation, repair, and removal of bus stops and shelters. Increase of \$2,100 in Dues and Subscriptions for project management professional certifications. Increase of \$11,564 for travel expenses related to Federal Transit Administration headquarters site visit and project training.

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	VAR \$ FY2015 VS. FY2014	VAR % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$184,696	\$703,961	\$738,385	\$34,425	4.9%
51 5020901 SICK LEAVE-ADMIN	8,879	0	0	0	0.0%
51 5021001 HOLIDAY LEAVE-ADMIN	7,408	0	0	0	0.0%
51 5021101 VACATION LEAVE-ADMIN	13,175	0	0	0	0.0%
TOTAL SALARIES & WAGES	214,158	703,961	738,385	34,425	4.9%
BENEFITS					
51 5020101 FICA-ADMIN	15,493	50,034	52,423	2,389	4.8%
51 5020701 STATE UNEMPLOYMENT-ADMIN	0	2,088	1,656	(432)	-20.7%
TOTAL BENEFITS	15,493	52,122	54,079	1,957	3.8%
OTHER EXPENSES					
51 5030309 OTHER PROFESSIONAL FEES	0	267,096	278,904	11,808	4.4%
51 5030311 PERMITS AND FEES	0	11,750	15,000	3,250	27.7%
51 5030401 TEMPORARY HELP	7,121	0	75,000	75,000	0.0%
51 5039901 COURIER AND DELIVERY SERVICES	0	0	180	180	0.0%
51 5039909 OTHER SERVICES	0	6,000	50,004	44,004	733.4%
51 5049901 OFFICE SUPPLIES	0	5,400	5,004	(396)	-7.3%
51 5050204 TELEPHONE-LOCAL	0	1,800	1,800	0	0.0%
51 5090101 DUES AND SUBSCRIPTIONS	0	305	2,405	2,100	688.5%
51 5090201 AIRFARE - TRANSPORTATION	0	1,245	3,495	2,250	180.7%
51 5090205 TRAVEL - PER DIEM	0	244	1,708	1,464	600.0%
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	0	0	2,300	2,300	0.0%
51 5090211 LODGING	0	750	6,300	5,550	740.0%
51 5100300 CAPITALIZATION OF SALARY AND WAGES	(24,831)	(69,996)	(72,000)	(2,004)	2.9%
TOTAL OTHER EXPENSES	(17,711)	224,594	370,100	145,506	64.8%
TOTAL EXPENSES	\$211,941	\$980,677	\$1,162,564	\$181,888	18.5%



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Real Estate and Asset Management

Functions and Responsibilities

The Real Estate and Asset Management department's responsibilities include all real estate activities of the agency, including but not limited to, leasing, purchase, sale, development, right-of-way license agreements, and the management of all utility usage and assets.

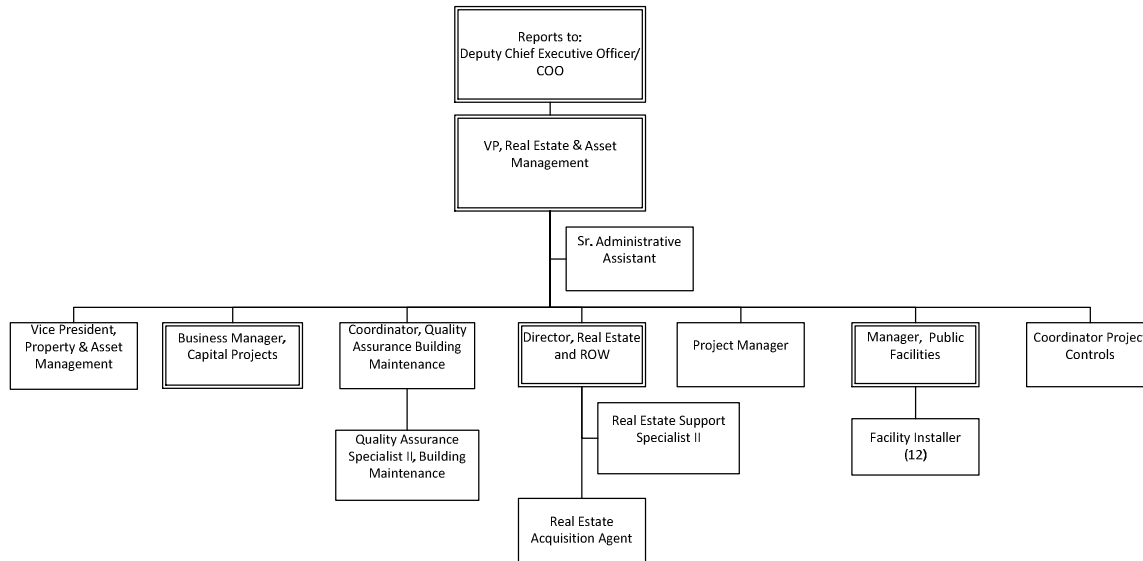
FY2014 Accomplishments

- ◆ Deliver the Best Possible Customer Experience
 - Contributed to the upgrades at North Lamar Transit Center for MetroRapid.
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Generated in excess of \$1,000,000 in railroad right of way licensing and fee revenue.
 - Negotiated a rental agreement for space for the Transit Store, Call Center and Project Connect.
 - Secured rental space at below market rate to support Project Max.
 - Obtained TCEQ/EPA approval of environmental status for the Saltillo tract.
 - Successfully completed Federal Transit Administration and Federal Railroad Administration Tiger V Grant Project Environmental Compliance requirements.

FY2015 Planned Initiatives

- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Complete the Saltillo Track relocation project.
 - Continue to refine the State of Good Repair/MAP21 project activities and processes.
 - Continue to guide and support the Saltillo development project.
 - Complete the business plan for real estate department activities.

Real Estate and Asset Management



Budget Changes

Salaries and Wages

Net increase of \$186,490 in Salaries and Wages due to approved merit-based salary increase, the addition of one new managerial position to address workload requirements, and the transfer of one position from the RideShare department.

Benefits

Increase of \$8,660 in Benefits associated with payroll taxes resulting from changes in salaries and wages described previously and a lower state unemployment tax rate.

Other Expenses

Decrease of \$487,301 in Other Professional Fees not needed in FY2015 due to Plaza Saltillo site platting and engineering costs incurred in the previous fiscal year. Increase of \$48,000 in Temporary Fee expenses for the work required for planned development projects. Decrease of \$276,016 in Repair and Maintenance—Other due to improved cost estimates in the maintenance of the North Operations Facility. Increase of \$17,886 due for maintenance of passenger stops and stations. Increase of \$195,276 in Lease—Passenger Parking Facilities for the maintenance and expansion of Park & Ride properties. Increase of \$285,780 due to the consolidation of office space, parking and the amortization of leasehold improvements at 209 W. Ninth Street.



Capital Metropolitan Transportation Authority Approved FY2015
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	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	VAR \$ FY2015 VS. FY2014	VAR % FY2015 VS. FY2014
SALARY & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$730,646	\$843,340	\$1,029,830	\$186,490	22.1%
51 5010203 OVERTIME - ADMINISTRATIVE	277	-	-	-	0.0%
51 5010301 SALARY & WAGES - TEMP	110,831	-	-	-	0.0%
51 5020901 SICK LEAVE-ADMIN	42,133	-	-	-	0.0%
51 5021001 HOLIDAY LEAVE-ADMIN	44,587	-	-	-	0.0%
51 5021101 VACATION LEAVE-ADMIN	64,098	-	-	-	0.0%
51 5021201 OTHER PAID LEAVE-ADMIN	1,905	-	-	-	0.0%
TOTAL SALARIES & WAGES	994,478	843,340	1,029,830	186,490	22.1%
BENEFITS					
51 5020101 FICA-ADMIN	69,862	59,910	72,664	12,755	21.3%
51 5020701 STATE UNEMPLOYMENT-ADMIN	332	4,437	342	(4,095)	-92.3%
51 5021302 UNIFORM ALLOWANCE-ADMIN.	(3)	-	-	-	0.0%
TOTAL BENEFITS	70,191	64,347	73,006	8,660	13.5%
OTHER EXPENSES					
51 5030309 OTHER PROFESSIONAL FEES	181,138	1,160,004	672,703	(487,301)	-42.0%
51 5030311 PERMITS AND FEES	2,530	5,354	3,600	(1,754)	-32.8%
51 5030401 TEMPORARY HELP	71,484	72,000	120,000	48,000	66.7%
51 5030509 REPAIR & MAINTENANCE-OTHER	852,389	988,004	711,988	(276,016)	-27.9%
51 5039901 COURIER AND DELIVERY SERVICES	-	180	-	(180)	-100.0%
51 5039909 OTHER SERVICES	11,661	115,000	110,000	(5,000)	-4.3%
51 5040121 GASOLINE	3,772	9,996	4,596	(5,400)	-54.0%
51 5049901 OFFICE SUPPLIES	7,391	5,004	7,596	2,592	51.8%
51 5049909 OTHER SUPPLIES	50,856	85,500	93,596	8,096	9.5%
51 5049915 NON CAPITAL EQUIPMENT	2,984	-	-	-	0.0%
51 5050204 TELEPHONE-LOCAL	26	-	-	-	0.0%
51 5070502 GASOLINE FUEL TAX	267	504	324	(180)	-35.7%
51 5090101 DUES AND SUBSCRIPTIONS	2,100	2,105	8,845	6,740	320.2%
51 5090201 AIRFARE - TRANSPORTATION	417	2,736	3,920	1,184	43.3%
51 5090205 TRAVEL - PER DIEM	196	720	320	(400)	-55.6%
51 5090208 SEMINAR, CONFERENCES, REGISTRATIO	535	4,996	2,400	(2,596)	-52.0%
51 5090211 LODGING	321	1,300	1,200	(100)	-7.7%
51 5090215 TRAVEL - OTHER	28	-	-	-	0.0%
51 5099901 POSTAGE	46	132	120	(12)	-9.1%
51 5099909 OTHER MISCELLANEOUS EXPENSES	39	5,000	-	(5,000)	-100.0%
51 5100300 CAPITALIZATION OF SALARY AND WAGE	(83,686)	-	-	-	0.0%
51 5120201 LEASE-PASSENGER STATIONS	-	76,800	94,686	17,886	23.3%
51 5120301 LEASE-PASSENGER PARKING FACILITIES	358,410	392,412	587,688	195,276	49.8%
51 5121201 LEASE-ADMINISTRATIVE FACILITY	513,011	736,524	1,022,304	285,780	38.8%
TOTAL OTHER EXPENSES	1,975,915	3,664,271	3,445,886	(218,385)	-6.0%
TOTAL EXPENSES	\$3,040,583	\$4,571,958	\$4,548,723	(\$23,235)	-0.5%



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Freight Railroad

Functions and Responsibilities

The Freight Railroad department is responsible for managing and preserving the Authority's railroad assets for transportation of freight and for transit use. Currently, the department manages approximately 162 miles of railroad right-of-way known as the Giddings/Llano rail line. Management of the Giddings/Llano rail line is accomplished through a rail freight operator, whose responsibility is to fulfill the common carrier obligations by providing freight service to shippers along the line as well as implementing aggressive marketing strategies to maximize revenues while providing efficient freight service. This is accomplished while maintaining the track infrastructure to Federal Railroad Administration (FRA) regulations and adhering to strict safety guidelines and mandates.

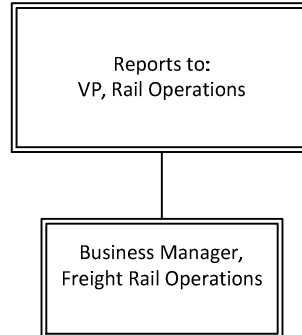
FY2014 Accomplishments

- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Worked with railroad consultant to develop a freight business model that will further strengthen the operating performance and financial viability of the freight railroad.
- ◆ Deliver the Best Possible Customer Experience
 - Upgraded 59 of 63 bridges from Conditions 1 and 2 to Condition 3 since the inception of the program.
 - Rehabilitated TXDOT crossings at Hwy 281, FM 3177 and FM 973.
 - Completed 4.7 miles of the 90lb Rail Rehabilitation project.
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Completed re-certification of Bertram scale. Implemented new scale policy to address overweight freight cars.
 - Issued Rail Operation's Rails with Trails Guidelines.
 - Successfully completed the FRA-required Rail Vehicle Brake Changeout program.
- ◆ Demonstrate Regional Leadership
 - Replaced 12,000 linear feet of curve-worn rail.
 - Awarded TIGER grant.

FY2015 Planned Initiatives

- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Implement a long-term contract with a freight provider to further strengthen the operating performance and financial viability of the freight railroad, while reducing operating and capital outlays for the agency.
 - Work to bring additional customers on to our rail line to increase revenue potential.
 - Complete system-wide private crossing surface program.
 - Continue the 90lb Rail Rehabilitation project.
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Develop State of Good Repair criteria.
 - Continue the Bridge Maintenance program.

Freight Railroad Department Organizational Chart





Budget Changes

Salaries and Wages

Net decrease of \$7,567 in Salaries and Wages due to interim salary adjustments in FY2014, and the approved merit-based salary increase in FY2015.

Benefits:

Net decrease of \$616 in Benefits associated with payroll taxes resulting from changes in salaries and wages described previously.

Other Expenses

Increase of \$69,996 in Consultation Fees related to freight business plan. Increase in right-of-way service for contractual increases in service contract, includes roadway protection during crossing maintenance, and bridge maintenance service. Increase of \$553,920 in Rail Material due to expected maintenance of right-of-way. Increase in Diesel Fuel of \$25,728 and related tax of \$10,512, based on actual spending patterns. Decrease of \$1,616 in the sum of Gasoline, Office Supplies, Expendable Tools & Equipment, Gasoline Fuel Tax and Toll Road Charges based on historical usage.

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	VAR \$ FY2015 VS. FY2014	VAR % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$78,590	\$103,509	\$95,941	(\$7,567)	-7.3%
51 5020901 SICK LEAVE-ADMIN	1,495	0	0	0	0.0%
51 5021001 HOLIDAY LEAVE-ADMIN	4,607	0	0	0	0.0%
51 5021101 VACATION LEAVE-ADMIN	6,145	0	0	0	0.0%
TOTAL SALARIES & WAGES	90,838	103,509	95,941	(7,567)	-7.3%
BENEFITS					
51 5020101 FICA-ADMIN	8,013	7,688	7,126	(562)	-7.3%
51 5020701 STATE UNEMPLOYMENT-ADMIN	11	261	207	(54)	-20.7%
TOTAL BENEFITS	8,024	7,949	7,333	(616)	-7.7%
OTHER EXPENSES					
51 5030303 CONSULTATION FEES	136,073	580,004	650,000	69,996	12.1%
51 5030309 OTHER PROFESSIONAL FEES	(8,657)	0	0	0	0.0%
51 5030509 REPAIR & MAINTENANCE-OTHER	0	2,500	2,500	0	0.0%
51 5039909 OTHER SERVICES	1,464	0	0	0	0.0%
51 5039960 ROW HERZOG TRANSIT SERVICES	3,156,437	3,341,884	3,490,243	148,359	4.4%
51 5040111 DIESEL	172,645	170,400	196,128	25,728	15.1%
51 5040121 GASOLINE	1,576	1,440	1,020	(420)	-29.2%
51 5049901 OFFICE SUPPLIES	5,771	7,080	6,000	(1,080)	-15.3%
51 5049907 EXPENDABLE TOOLS & EQUIPMENT	0	1,356	1,000	(356)	-26.3%
51 5049920 MAINTENANCE MATERIALS	46,706	0	0	0	0.0%
51 5049929 RAIL - MAINTENANCE MATERIALS	1,152,372	792,504	1,346,424	553,920	69.9%
51 5050204 TELEPHONE-LOCAL	2,327	3,780	3,780	0	0.0%
51 5070501 DIESEL FUEL TAX	11,007	1,680	12,192	10,512	625.7%
51 5070502 GASOLINE FUEL TAX	112	120	84	(36)	-30.0%
51 5090101 DUES AND SUBSCRIPTIONS	4,749	4,500	4,500	0	0.0%
51 5090201 AIRFARE - TRANSPORTATION	\$361	\$700	\$700	\$0	0.0%
51 5090205 TRAVEL - PER DIEM	716	460	460	0	0.0%
51 5090206 TOLL ROAD CHARGES	613	456	732	276	60.5%
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	650	0	0	0	0.0%
51 5090211 LODGING	135	616	616	0	0.0%
51 5090215 TRAVEL - OTHER	22	500	500	0	0.0%
51 5099901 POSTAGE	139	0	0	0	0.0%
51 5099904 TOOLS AND EQUIPMENT	1,198	0	0	0	0.0%
51 5099908 COMPUTER HARDWARE	584	0	0	0	0.0%
51 5099909 OTHER MISCELLANEOUS EXPENSES	97	1,200	1,200	0	0.0%
TOTAL OTHER EXPENSES	4,687,098	4,911,180	5,718,079	806,899	16.4%
TOTAL EXPENSES	\$4,785,959	\$5,022,638	\$5,821,353	\$798,716	15.9%



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Commuter Rail Operations

Functions and Responsibilities

The Commuter Rail Operations department provides management and oversight of commuter rail service between Leander and the Downtown Austin Convention Center. The mission entails the provision of safe and efficient public transportation for the community. The commuter service operates six commuter trains out of one operations facility in central Austin, along 32 miles of track that services nine stations along this right-of-way.

FY2014 Accomplishments

- ◆ Demonstrate the Value of Public Transportation in a Dynamic Community
 - Provided first-ever, late-night service until 2 a.m. Set record ridership for SXSW.
 - Restored rail service within 48 hours of Halloween flood washouts.
 - Started the private crossing signalization program for the commuter corridor.
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Awarded TIGER grant for projects to increase operational flexibility and reduce run time.
 - Completed the Diesel Multiple Unit (DMU) Clean Oil Test and Stencil Brake Overhaul Program.
- ◆ Demonstrate Regional Leadership
 - Member of the Federal Railway Administration (FRA) Rail Safety Advisory Working Group on Minimum Crew Size.
 - Founding Member of the Transportation Learning Center's Signal Training Consortium for developing Commuter and Transit Rail Signal Training.
 - Implemented Hero Way Quiet Zone.

FY2015 Planned Initiatives

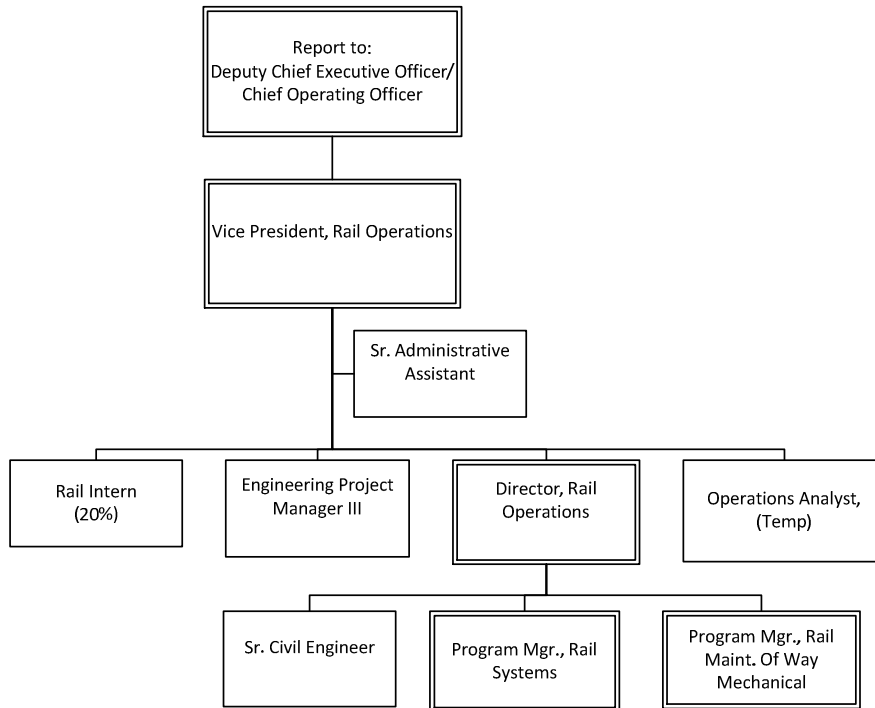
- ◆ Demonstrate Regional Leadership
 - Pursue the option of Alternative Compliance with the FRA through the TIGER Grant, which will allow for both the freight operation and commuter operation to operate without temporal separation. This will increase the ability to deliver additional services for both freight and commuter rail.
 - Obtain four additional rail cars.



- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Award a new competitive Passenger O&M contract, with emphasis on continued safety, customer service, and financial stability.

- ◆ Deliver the Best Possible Customer Experience
 - Continue the design of the federally mandated Positive Train Control (PTC) system in the commuter corridor, upgrading the signal system from Centralized Traffic Control (CTC) system to PTC.
 - Start DMU Powertrain Overhaul Rebuild Program.
 - Start the 113lb Rail Rehabilitation project.

Commuter Rail Operations Department Organizational Chart



Budget Changes

Salaries and Wages

Net increase of \$101,721 in Salaries and Wages due to approved merit increase and the addition of a temporary operations analyst and a part-time intern.

Benefits

Net increase of \$8,457 in Benefits associated with payroll taxes resulting from changes in salaries and wages described previously and a lower state unemployment tax rate.

Other Expenses

Increase of \$25,000 in Consultation Fees for professional services for FRA waiver and compliance. Increase of \$2,478,249 due to six-year overhaul program of six DMU cars, including funding for track maintenance. Decrease of \$965,405 in Right-of-Way Transit Service due to the transfer of annual insurance coverage to the Risk Management department. Decrease of \$101,090 in Fuel based on usage. Increase of \$388,201 in Commuter Rail Services due to contractual increases and FRA proposed rule of two-person crews. Decrease in interest expense of \$80,177 due to lower principal balance associated with the DMU rail car financing agreement.



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	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	VAR \$ FY2015 VS. FY2014	VAR % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$500,855	\$730,759	\$842,678	\$111,919	15.3%
51 5010203 OVERTIME - ADMINISTRATIVE	307	3,398	3,500	102	3.0%
51 5010301 SALARY & WAGES - TEMP	9,797	0	0	0	0.0%
51 5010304 INTERN PAY	0	10,300	0	(10,300)	-100.0%
51 5020901 SICK LEAVE-ADMIN	(15,886)	0	0	0	0.0%
51 5021001 HOLIDAY LEAVE-ADMIN	39,925	0	0	0	0.0%
51 5021101 VACATION LEAVE-ADMIN	43,362	0	0	0	0.0%
51 5021201 OTHER PAID LEAVE-ADMIN	1,915	0	0	0	0.0%
TOTAL SALARIES & WAGES	580,276	744,457	846,178	101,721	13.7%
BENEFITS					
51 5020101 FICA-ADMIN	44,447	50,347	58,993	8,646	17.2%
51 5020701 STATE UNEMPLOYMENT-ADMIN	318	1,827	1,656	(171)	-9.4%
TOTAL BENEFITS	44,765	52,174	60,649	8,475	16.2%
OTHER EXPENSES					
51 5030303 CONSULTATION FEES	0	100,000	125,000	25,000	25.0%
51 5030401 TEMPORARY HELP	0	0	22,704	22,704	0.0%
51 5030507 MAINTENANCE-RADIOS	6,721	72,000	29,184	(42,816)	-59.5%
51 5030509 REPAIR & MAINTENANCE-OTHER	864,519	421,750	2,899,999	2,478,249	587.6%
51 5039960 ROW HERZOG TRANSIT SERVICES	3,396,944	3,576,478	2,611,073	(965,405)	-27.0%
51 5040111 DIESEL	468,462	978,474	877,384	(101,090)	-10.3%
51 5040121 GASOLINE	14,441	10,800	10,800	0	0.0%
51 5040146 FUEL-FIXED ROUTE LOCAL SERVICES	(72,916)	0	0	0	0.0%
51 5049901 OFFICE SUPPLIES	328	0	0	0	0.0%
51 5049904 TRAINING MATERIALS	141	0	0	0	0.0%
51 5049909 OTHER SUPPLIES	51	0	0	0	0.0%
51 5049920 MAINTENANCE MATERIALS	15,351	0	0	0	0.0%
51 5050204 TELEPHONE-LOCAL	26,584	57,480	53,280	(4,200)	-7.3%
51 5070401 INSPECTION CERTIFICATES	0	750	1,000	250	33.3%
51 5070501 DIESEL FUEL TAX	3,629	3,534	3,509	(25)	-0.7%
51 5070502 GASOLINE FUEL TAX	781	840	720	(120)	-14.3%
51 5070503 FUEL SURCHARGE	320	845	843	(2)	-0.2%
51 5080200 COMMUTER RAIL SERVICES	5,170,498	6,030,334	6,418,535	388,201	6.4%
51 5090101 DUES AND SUBSCRIPTIONS	14,790	24,525	24,525	0	0.0%
51 5090201 AIRFARE - TRANSPORTATION	4,753	2,900	6,054	3,154	108.8%
51 5090205 TRAVEL - PER DIEM	572	3,021	4,592	1,571	52.0%
51 5090206 TOLL ROAD CHARGES	267	0	0	0	0.0%
51 5090208 SEMINAR, CONFERENCES, REGISTRAR	0	5,675	9,725	4,050	71.4%
51 5090211 LODGING	2,832	5,982	11,372	5,390	90.1%
51 5090215 TRAVEL - OTHER	50	0	0	0	0.0%
51 5099904 TOOLS AND EQUIPMENT	0	875	700	(175)	-20.0%
51 5099907 SAFETY EQUIPMENT	50	0	0	0	0.0%
51 5099909 OTHER MISCELLANEOUS EXPENSES	520	18,995	50,400	31,405	165.3%
51 5110201 INTEREST EXPENSE	389,608	338,424	258,247	(80,177)	-23.7%
TOTAL OTHER EXPENSES	10,309,296	11,653,682	13,419,646	1,765,964	15.2%
TOTAL EXPENSES	\$10,934,337	\$12,450,313	\$14,326,473	\$1,876,160	15.1%

Weekend Commuter Rail Operations

Functions and Responsibilities

The Weekend Commuter Rail Operations department provides management and oversight of commuter rail service purchased by outside entities for rail services to be performed on specific days or for specific events. Currently, this service runs between Lakeline Station and the Downtown Station, and is operated on Friday night and Saturday. The City of Austin reimburses Capital Metro for this additional service.

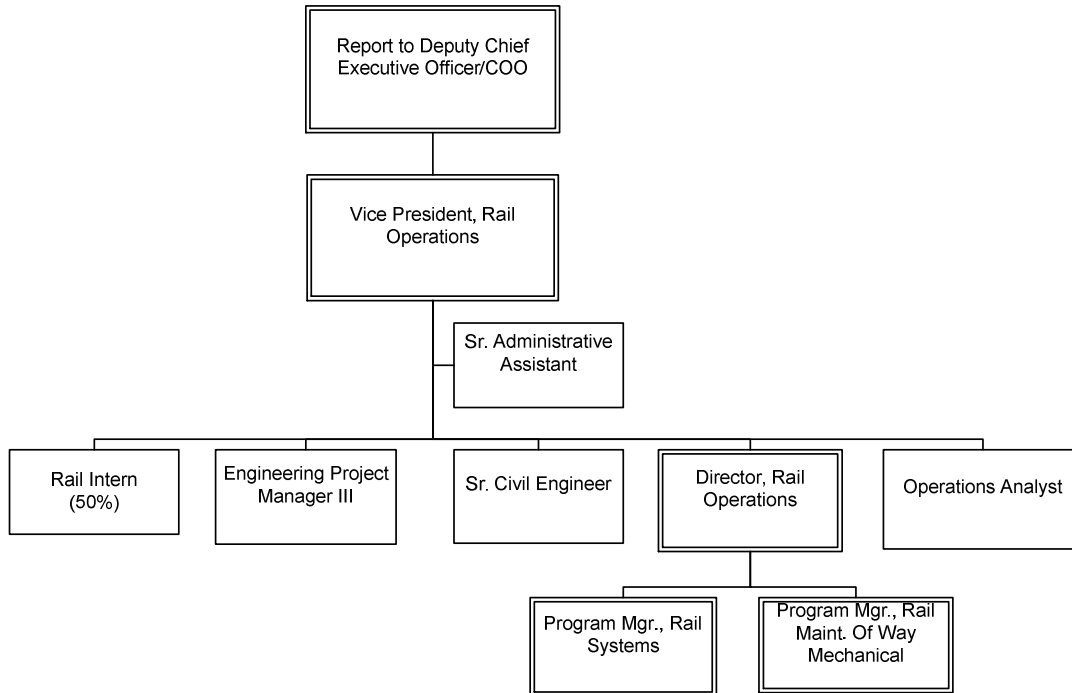
FY2014 Accomplishments

- ◆ Demonstrate the Value of Public Transportation in a Dynamic Active community
 - Provided extended Friday night and Saturday services.

FY2015 Planned Initiatives

- ◆ Demonstrate the Value of Public Transportation in a Dynamic Community
 - Continue to provide extended Friday night and Saturday services.
 - Work with the planning organization to provide additional hours of service based on the community's wishes for additional rail service.

Weekend Commuter Rail Operations Department Organizational Chart



Budget Changes

Other Expenses

Increase of \$3,912 in other services for security and station maintenance. Increase of \$10,563 in Right-of-Way Services and \$111,519 in Commuter Rail Services due to contractual rate increases in service contract. Increase of \$19,334 in Diesel Fuel based on usage. Increase of \$1,567,528 in Total Other Expenses resulting from the expiration of funding received from the City of Austin payments under an interlocal agreement. The agreement expires in January 2015 and the FY2015 budget includes funding to continue weekend commuter rail operations without payments from the City of Austin.

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	VAR \$ FY2015 VS. FY2014	VAR % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010206 SALARIES & WAGES - APD OFFICERS	\$171,534	\$0	\$0	\$0	0.0%
TOTAL SALARIES & WAGES	171,534	0	0	0	0.0%
OTHER EXPENSES					
51 5039909 OTHER SERVICES	31,320	246,660	250,572	3,912	1.6%
51 5039960 ROW HERZOG TRANSIT SERVICES	678,208	700,275	710,838	10,563	1.5%
51 5040111 DIESEL	127,189	106,556	125,890	19,334	18.1%
51 5080200 COMMUTER RAIL SERVICES	803,053	873,290	984,809	111,519	12.8%
51 5100201 COA DEPT 545 BILLINGS AND CM	0	(1,926,781)	(504,581)	1,422,200	-73.8%
TOTAL OTHER EXPENSES	1,639,770	0	1,567,528	1,567,528	0.0%
TOTAL EXPENSES	\$1,811,304	\$0	\$1,567,528	\$1,567,528	0.0%



Transit-Oriented Development

Effective May 1, 2013, the Transit-Oriented Development department was combined with the Strategic Planning and Development department to help move the organization forward and position Capital Metro as a leader not only in providing mobility but also in developing consensus on long-term transit investments.

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	VAR \$ FY2015 VS. FY2014	VAR % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$124,936	\$0	\$0	\$0	0.0%
51 5020901 SICK LEAVE-ADMIN	7,994	-	-	-	0.0%
51 5021001 HOLIDAY LEAVE-ADMIN	9,372	-	-	-	0.0%
51 5021101 VACATION LEAVE-ADMIN	9,553	-	-	-	0.0%
51 5021201 OTHER PAID LEAVE-ADMIN	128	-	-	-	0.0%
TOTAL SALARIES & WAGES	151,983	-	-	-	0.0%
BENEFITS					
51 5020101 FICA-ADMIN	11,687	-	-	-	0.0%
51 5020701 STATE UNEMPLOYMENT-ADMIN	18	-	-	-	0.0%
TOTAL BENEFITS	11,705	-	-	-	0.0%
OTHER EXPENSES					
51 5030309 OTHER PROFESSIONAL FEES	102,162	-	-	-	0.0%
51 5039902 PHOTOGRAPHIC PROCESSING	230	-	-	-	0.0%
51 5049901 OFFICE SUPPLIES	230	-	-	-	0.0%
51 5049908 SUPPLIES-BOARD OF DIRECTORS	99	-	-	-	0.0%
51 5049909 OTHER SUPPLIES	4	-	-	-	0.0%
51 5090101 DUES AND SUBSCRIPTIONS	925	-	-	-	0.0%
51 5090201 AIRFARE - TRANSPORTATION	1,141	-	-	-	0.0%
51 5090205 TRAVEL - PER DIEM	1,107	-	-	-	0.0%
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	2,914	-	-	-	0.0%
51 5090211 LODGING	3,097	-	-	-	0.0%
51 5090215 TRAVEL - OTHER	66	-	-	-	0.0%
51 5099901 POSTAGE	39	-	-	-	0.0%
51 5099909 OTHER MISCELLANEOUS EXPENSES	873	-	-	-	0.0%
TOTAL OTHER EXPENSES	112,886	-	-	-	0.0%
TOTAL EXPENSES	\$276,575	\$0	\$0	\$0	0.0%



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Bus and Paratransit Services

Functions and Responsibilities

The Bus and Paratransit Services department is responsible for coordinating the operations and activities of all Capital Metro service providers for the bus and paratransit modes. This includes coordination of contract management, data collection and analysis, and quality assurance activities for both vehicle operations and maintenance. This department includes staff which support all modes, including data analysis, administrative support, and vehicle maintenance.

FY2014 Accomplishments

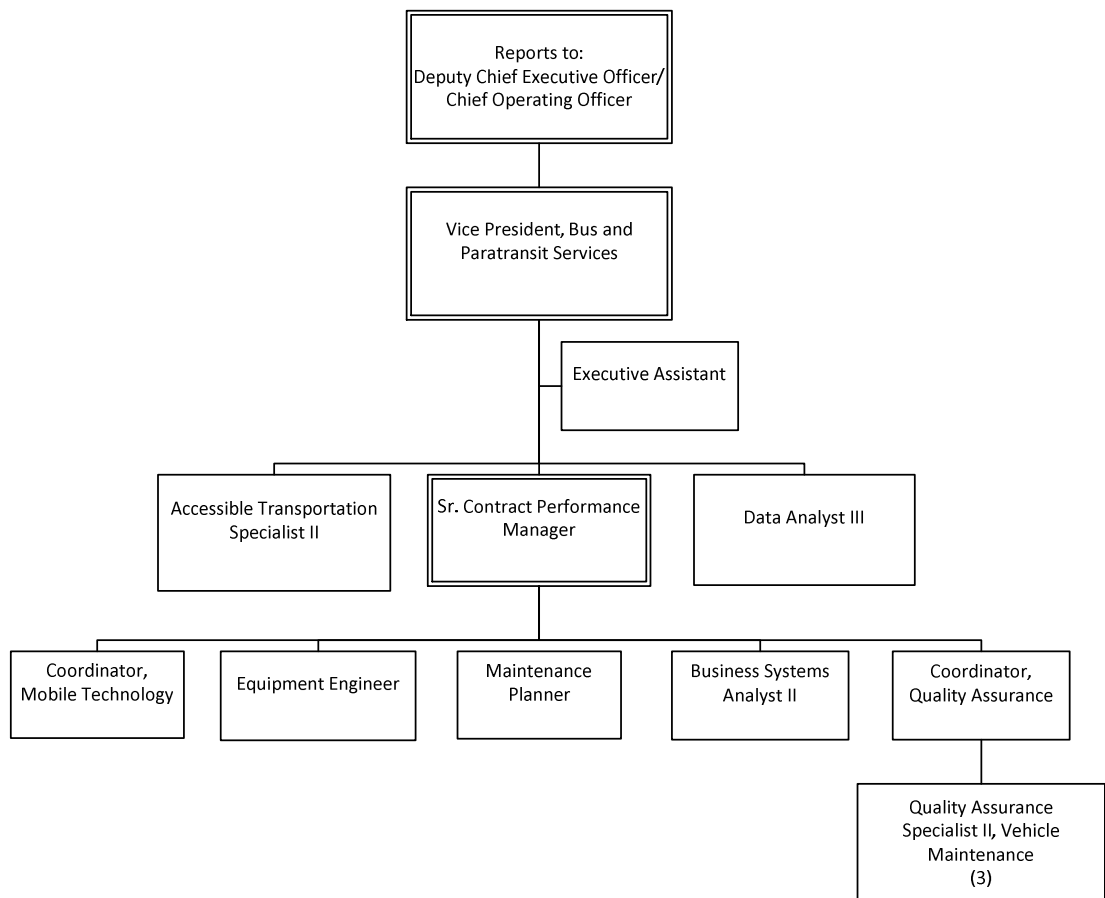
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Continued to implement the fleet replacement schedule as outlined in the long-range financial plan, including the manufacturing monitoring of 40 MetroRapid vehicles, the procurement of 35 small paratransit vehicles, three fixed-route accessible vans for flex service, 47 paratransit vans, and non-revenue vehicles for the rail team.
 - Launched the procurement for bus replacements for a five-year period.
 - Completed the wind down of Northeast Operations Garage to increase efficiency.
- ◆ Deliver the Best Possible Customer Experience
 - Provided support for final testing and implementation of the Intelligent Transportation Systems (ITS) Project for the MetroRapid and MetroBus phases of the project. MetroRapid phase implemented, and MetroBus testing completed and installation has begun.
- ◆ Demonstrate Regional Leadership
 - Implementation of the MetroRapid service.

FY2015 Planned Initiatives

- ◆ Continue to improve Organizational Practices and Develop Staff
 - Continue to implement the fleet replacement schedule as outlined in the long-range financial plan, including the following activity through the completion for the procurement for bus replacements for a five-year period.
 - Complete the procurement process for the next contract for bus services operated from the North Operations and Maintenance Facility (UT Shuttle, MetroRapid and Fixed Route services).

- ◆ Deliver the Best Possible Customer Experience
 - Provide continued support for final testing and implementation of the Intelligent Transportation Systems (ITS). MetroRapid phase implemented, and MetroBus testing completed and installation has begun.
 - Following the FY2014 implementation of the MetroRapid service, focus on improving service quality on the routes utilizing real-time data to manage bus spacing.

Bus and Paratransit Services Department Organizational Chart





Budget Changes

Salaries and Wages

Decrease of \$15,074 in Salaries and Wages due to changes in personnel structure, offset by an increase for the approved merit-based salary increase.

Benefits

Net increase of \$6,803 in Benefits associated with payroll taxes resulting from changes in salaries and wages described previously and a lower state unemployment tax rate.

Other Expenses

Decrease of \$177,496 in Other Professional Fees due to installation of automatic passenger counters in FY2014. Increase of \$178,800 in Maintenance—Radios due to shared radio time with the Ride-Right program. Decrease of \$193,501 based on projected bus re-painting estimates. Increase of \$87,996 due to repairs for non-revenue (supervisor/staff) vehicles. Decrease of \$80,952 in gasoline based on historical usage. Increase of \$13,400 in temporary funding for backfill of retiring maintenance analyst. Increase of \$5,300 in Other Supplies for accessible outreach supplies. Decrease of \$6,790 in the sum of travel-related expenses due to fewer site visits for bus inspections. Increase of \$4,000 in other miscellaneous supplies due to an increase in estimated special events supplies and materials.



Capital Metropolitan Transportation Authority Approved FY2015
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	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	VAR \$ FY2015 VS. FY2014	VAR % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$800,981	\$1,145,267	\$1,130,193	(\$15,074)	-1.3%
51 5010203 OVERTIME - ADMINISTRATIVE	7,650	0	0	0	0.0%
51 5020901 SICK LEAVE-ADMIN	46,740	0	0	0	0.0%
51 5021001 HOLIDAY LEAVE-ADMIN	50,947	0	0	0	0.0%
51 5021101 VACATION LEAVE-ADMIN	61,821	0	0	0	0.0%
51 5021201 OTHER PAID LEAVE-ADMIN	7,198	0	0	0	0.0%
TOTAL SALARIES & WAGES	975,338	1,145,267	1,130,193	(15,074)	-1.3%
BENEFITS					
51 5020101 FICA-ADMIN	67,156	79,647	86,501	6,854	8.6%
51 5020701 STATE UNEMPLOYMENT-ADMIN	117	3,393	2,898	(495)	-14.6%
55 5020101 FICA-ADMIN	13,383	0	0	0	0.0%
51 5021302 UNIFORM ALLOWANCE-ADMIN.	2,336	1,776	2,220	444	25.0%
TOTAL BENEFITS	82,992	84,816	91,619	6,803	8.0%
OTHER EXPENSES					
51 5030307 OTHER SERVICES - CTECC	470,184	558,000	560,004	2,004	0.4%
51 5030309 OTHER PROFESSIONAL FEES	28,606	185,496	8,000	(177,496)	-95.7%
51 5030311 PERMITS AND FEES	444	0	0	0	0.0%
51 5030401 TEMPORARY HELP	6,373	5,500	18,900	13,400	243.6%
51 5030507 MAINTENANCE-RADIOS	1,038,906	457,200	636,000	178,800	39.1%
51 5030509 REPAIR & MAINTENANCE-OTHER	12,962	1,043,497	849,996	(193,501)	-18.5%
51 5039901 COURIER AND DELIVERY SERVICES	81	0	0	0	0.0%
51 5039903 VEHICLE TOWING	825	0	0	0	0.0%
51 5039909 OTHER SERVICES	54,246	252,000	339,996	87,996	34.9%
51 5040121 GASOLINE	16,753	97,824	16,872	(80,952)	-82.8%
51 5040201 TIRES AND TUBES	\$2,620	\$31,440	\$31,440	\$0	0.0%
51 5049901 OFFICE SUPPLIES	4,073	17,004	21,000	3,996	23.5%
51 5049907 EXPENDABLE TOOLS & EQUIPMENT	2,094	0	0	0	0.0%
51 5049909 OTHER SUPPLIES	(6,634)	1,700	7,000	5,300	311.8%
51 5049915 NON CAPITAL EQUIPMENT	1,849	0	0	0	0.0%
51 5049920 MAINTENANCE MATERIALS	86	0	0	0	0.0%
51 5049975 FREIGHT CHARGE-INVENTORY PARTS	604	0	0	0	0.0%
51 5050204 TELEPHONE-LOCAL	1,267	2,796	2,796	0	0.0%
51 5070401 INSPECTION CERTIFICATES	5	0	0	0	0.0%
51 5070502 GASOLINE FUEL TAX	1,195	5,592	960	(4,632)	-82.8%
51 5070503 FUEL SURCHARGE	0	144	372	228	158.3%
51 5080114 FIXED ROUTE - PRC	10,654	0	0	0	0.0%
51 5090101 DUES AND SUBSCRIPTIONS	1,579	1,200	1,575	375	31.3%
51 5090201 AIRFARE - TRANSPORTATION	9,456	22,350	19,850	(2,500)	-11.2%
51 5090205 TRAVEL - PER DIEM	6,705	14,900	14,460	(440)	-3.0%
51 5090206 TOLL ROAD CHARGES	45	0	0	0	0.0%
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	6,850	3,600	1,800	(1,800)	-50.0%
51 5090211 LODGING	12,348	30,500	29,500	(1,000)	-3.3%
51 5090215 TRAVEL - OTHER	651	4,500	3,450	(1,050)	-23.3%
51 5099901 POSTAGE	1,584	0	0	0	0.0%
51 5099909 OTHER MISCELLANEOUS EXPENSES	25,522	18,000	22,000	4,000	22.2%
TOTAL OTHER EXPENSES	1,711,934	2,753,243	2,585,971	(167,272)	-6.1%
TOTAL EXPENSES	\$2,770,264	\$3,983,327	\$3,807,783	(\$175,544)	-4.4%

Bus Contract Operations

Functions and Responsibilities

The Bus Contract Operations department provides contract oversight for each of Capital Metro's private fixed-route service contractors. Costs related to MetroBus, MetroExpress, Rural Services, and the University of Texas (UT) Shuttle routes are captured in this department. There are three contractors managed under this department: Capital Area Rural Transportation System (CARTS), First Transit, and McDonald.

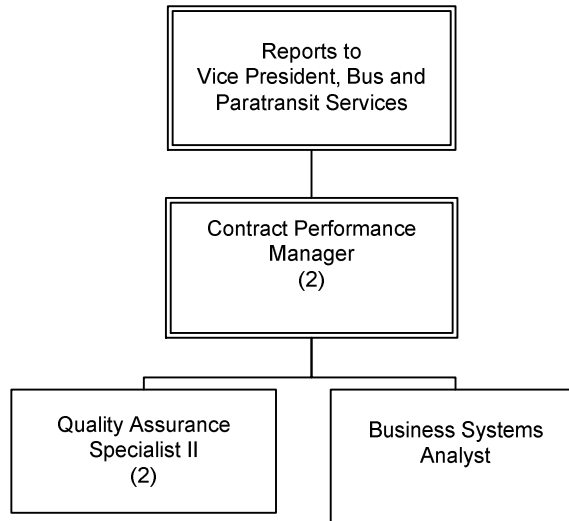
FY2014 Accomplishments

- ◆ Deliver the Best Possible Customer Experience
 - Established written procedures for many customer-facing elements of service and developed consensus among MetroBus service providers to ensure seamless operation of services.
 - Supported final testing and implementation of the Intelligent Transportation Systems (ITS) Project for the MetroRapid and MetroBus phases of the project. MetroRapid phase implemented, and MetroBus testing completed and installation has begun.
- ◆ Demonstrate Regional Leadership
 - Implemented the MetroRapid service.
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Completed the wind down of Northeast Operations Garage to increase efficiency.

FY2015 Planned Initiatives

- ◆ Deliver the Best Possible Customer Experience
 - Continue to establish written procedures for all customer-facing elements of service. Incorporate final set of procedures into service provider contracts to ensure a consistent customer experience, regardless of provider.
 - Support final implementation of the Intelligent Transportation Systems (ITS) Project for the MetroBus phases of the project.
- ◆ Demonstrate Regional Leadership
 - Continue to implement the MetroRapid service.
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Complete the procurement for the next service contract for bus operations at the North Operations facility (to include UT Shuttle, MetroRapid and MetroBus services).

Bus Contract Operations Department Organizational Chart



Budget Changes

Salaries and Wages

Increase of \$19,746 in Salaries and Wages due career ladder promotions and the approved merit-based salary increase.

Benefits

Net increase of \$1,197 in Benefits associated with payroll taxes resulting from changes in salaries and wages described previously and a lower state unemployment tax rate.

Other Expenses

Increase of \$4,295,501 due to the annualization of service for MetroRapid route 801 and MetroRapid route 803. Both routes launched in FY2014. Net decrease in fixed route service expenses of \$42,632 due to the reassignment of services from Veolia to First Transit and McDonald, as a result of the expiration of the Veolia contract. Decrease of \$758,476 in UT Shuttle service due to service reductions based on funding availability from the university. Increase in Rural/Suburban services of \$233,533 due to service expansion in Georgetown and Kyle and increase of \$30,098 in Special Events due to Austin City Limits events for two weekends. Increase of \$1,998,113 in fuel and fuel related expenses based on anticipated usage. Increase of \$1,144,446 in Other Supplies due to conversion of the bus fleet from two-position bike racks to three-position bike racks as an operating project carry-forward from FY2014 and the repair of front-facing seats on buses.



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	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	VAR \$ FY2015 VS. FY2014	VAR % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$314,449	\$390,861	\$410,607	\$19,746	5.1%
51 5020901 SICK LEAVE-ADMIN	21,757	0	0	0	0.0%
51 5021001 HOLIDAY LEAVE-ADMIN	18,145	0	0	0	0.0%
51 5021101 VACATION LEAVE-ADMIN	28,581	0	0	0	0.0%
51 5021201 OTHER PAID LEAVE-ADMIN	3,002	0	0	0	0.0%
TOTAL SALARIES AND WAGES	385,934	390,861	410,607	19,746	5.1%
BENEFITS					
51 5020101 FICA-ADMIN	26,551	29,030	30,497	1,467	5.1%
51 5020701 STATE UNEMPLOYMENT-ADMIN	45	1,305	1,035	(270)	-20.7%
TOTAL BENEFITS	26,596	30,335	31,532	1,197	3.9%
OTHER EXPENSES					
51 5030507 MAINTENANCE-RADIOS	6,708	3,096	3,000	(96)	-3.1%
51 5039903 VEHICLE TOWING	500	0	0	0	0.0%
51 5040104 TRANSMISSION FLUID	75,697	68,172	44,856	(23,316)	-34.2%
51 5040105 COOLANT	14,472	19,848	16,572	(3,276)	-16.5%
51 5040109 OTHER FLUIDS	2,112	0	0	0	0.0%
51 5040111 DIESEL	9,449,260	9,446,136	10,290,799	844,663	8.9%
51 5040121 GASOLINE	48,752	59,556	62,448	2,892	4.9%
51 5040131 OIL	64,388	74,988	30,744	(44,244)	-59.0%
51 5040145 FUEL-CONTRACTED FIXED ROUTE UT	1,935,559	3,596,644	3,935,770	339,126	9.4%
51 5040146 FUEL-FIXED ROUTE LOCAL SERVICES	2,207,475	1,513,908	2,347,643	833,735	55.1%
51 5040150 FUEL RISK MANAGEMENT	(39,260)	0	0	0	0.0%
51 5040201 TIRES AND TUBES	10,622	0	0	0	0.0%
51 5049909 OTHER SUPPLIES	0	0	1,144,449	1,144,446	0.0%
51 5049920 MAINTENANCE MATERIALS	\$484	\$0	\$0	\$0	0.0%
51 5050204 TELEPHONE-LOCAL	485	1,200	2,004	804	67.0%
51 5070501 DIESEL FUEL TAX	864,834	907,069	884,889	(22,180)	-2.4%
51 5070502 GASOLINE FUEL TAX	3,692	3,408	3,564	156	4.6%
51 5070503 FUEL SURCHARGE	572	23,601	23,322	(279)	-1.2%
51 5080102 FIXED ROUTE-LOCAL SERVICE	66,143,568	3,805,933	3,799,542	(6,391)	-0.2%
51 5080103 FIXED ROUTE-UNIV. OF TEXAS	7,230,656	7,374,056	6,615,580	(758,476)	-10.3%
51 5080104 RURAL SERVICE-FIXED ROUTE	780,125	0	0	0	0.0%
51 5080108 SPECIAL SERVICE	460,832	637,920	668,018	30,098	4.7%
51 5080109 FIXED ROUTE - FLYER	3,085,447	0	0	0	0.0%
51 5080114 FIXED ROUTE - PRC	574,810	0	0	0	0.0%
51 5080205 RAPID BUS FIXED ROUTE SERVICES BY FI	0	4,641,453	8,936,954	4,295,501	92.5%
51 5080300 E. FIFTH BUS - MCDONALD TRANSIT	35,981	57,839,271	59,948,230	2,108,959	3.6%
51 5080310 ED BLUESTEIN BUS - VEOLIA	0	6,737,855	0	(6,737,855)	-100.0%
51 5080330 NORTH OPS BUS - FIRST TRANSIT	0	2,241,586	6,834,241	4,592,655	204.9%
51 5080350 RURAL SERVICE BUS - CARTS	0	1,182,638	1,416,171	233,533	19.7%
51 5090101 DUES AND SUBSCRIPTIONS	306	0	0	0	0.0%
51 5090201 AIRFARE - TRANSPORTATION	0	2,700	2,500	(200)	-7.4%
51 5090205 TRAVEL - PER DIEM	0	1,050	875	(175)	-16.7%
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	30	2,100	1,650	(450)	-21.4%
51 5090211 LODGING	0	4,800	5,000	200	4.2%
51 5099909 OTHER MISCELLANEOUS EXPENSES	34,543	100,000	50,000	(50,000)	-50.0%
TOTAL OTHER EXPENSES	92,992,651	100,288,991	107,068,821	6,779,830	6.8%
TOTAL EXPENSES	\$93,405,181	\$100,710,187	\$107,510,960	\$6,800,773	6.8%



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Paratransit Contract Operations

Functions and Responsibilities

The Paratransit Contract Operations department provides contract oversight for each of Capital Metro's paratransit services contractors. Costs related to contracted ADA-compliant paratransit services, as well as the non-ADA Access-a-Ride program are captured in this department. There are three contractors managed under this department: Greater Austin Transportation Company (GATC), Austin Ride Right (Northbase), and MV Transportation (Southbase).

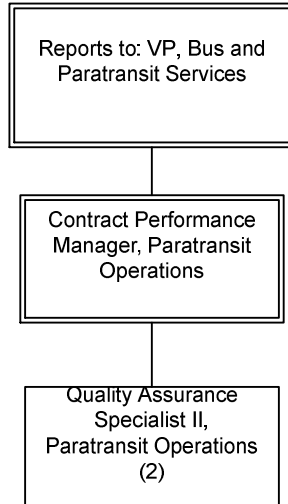
FY2014 Accomplishments

- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Procured Northbase contract and completed associated contract management plan.
 - The overall performance goals were met in the five measured areas for all contractors but one with a shortfall in one area, caused by delayed fleet replacement.
 - FTA paratransit review was favorable in the area of contract management program.
- ◆ Deliver the Best Possible Customer Experience
 - Continued to refine contract management plans and processes that contribute to improvements to the services provided.
 - Established and implemented written procedures for customer-facing elements of service and incorporated them into service provider contracts.

FY2015 Planned Initiatives

- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Update and refine contract management plans and processes for existing and new service providers.
- ◆ Deliver the Best Possible Customer Experience
 - Continue to establish written procedures for all customer-facing elements of service and incorporate into service provider contracts to ensure a consistent customer experience, regardless of provider.
- ◆ Demonstrate Regional Leadership
 - Increase involvement in regional coordination efforts related to aging populations and persons with disabilities.

Paratransit Contract Operations Department Organizational Chart



Budget Changes

Salaries and Wages

Increase of \$7,237 in Salaries and Wages due to approved merit-based salary increases.

Benefits

Net increase of \$376 in Benefits associated with payroll taxes resulting from changes in salaries and wages described previously and a lower state unemployment tax rate.

Other Expenses

Decrease of \$172,996 in Radio Maintenance to reflect the transfer of funding to Bus and Paratransit Administration department. Increase of \$437,811 in Gasoline due to change of vehicle service provider and the related business service model by shifting fuel expenses to Capital Metro. Increase of \$45,000 in Other Supplies for major components for transmission and engine replacements and rebuilds for sedans. Net increase of \$535,358 in Other Expenses for purchased transportation due to assignment of new service provider and change in related business service model.



Capital Metropolitan Transportation Authority Approved FY2015
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	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	VAR \$ FY2015 VS. FY2014	VAR % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$264,516	\$235,344	\$242,580	\$7,237	3.1%
51 5020901 SICK LEAVE-ADMIN	17,477	0	0	0	0.0%
51 5021001 HOLIDAY LEAVE-ADMIN	16,153	0	0	0	0.0%
51 5021101 VACATION LEAVE-ADMIN	24,455	0	0	0	0.0%
51 5021201 OTHER PAID LEAVE-ADMIN	261	0	0	0	0.0%
TOTAL SALARIES & WAGES	322,862	235,344	242,580	7,237	3.1%
BENEFITS					
51 5020101 FICA-ADMIN	22,804	17,479	18,017	538	3.1%
51 5020701 STATE UNEMPLOYMENT-ADMIN	310	783	621	(162)	-20.7%
TOTAL BENEFITS	23,114	18,262	18,638	376	2.1%
OTHER EXPENSES					
51 5030507 MAINTENANCE-RADIOS	1,765	175,996	3,000	(172,996)	-98.3%
51 5039907 OUTSIDE MAINT. COST-VANS	2,627	0	0	0	0.0%
51 5040111 DIESEL	909,618	1,038,530	1,021,024	(17,506)	-1.7%
51 5040121 GASOLINE	330,131	399,045	836,856	437,811	109.7%
51 5049909 OTHER SUPPLIES	0	0	45,000	45,000	0.0%
51 5050204 TELEPHONE-LOCAL	0	2,700	2,700	0	0.0%
51 5070501 DIESEL FUEL TAX	58,870	59,344	58,344	(1,000)	-1.7%
51 5070502 GASOLINE FUEL TAX	23,364	22,801	47,820	25,019	109.7%
51 5070503 FUEL SURCHARGE	4,067	2,183	2,840	657	30.1%
51 5080106 DEMAND RESPONSE	418,729	0	0	0	0.0%
51 5080119 DEDICATED PARA TRANSPORTATION	18,764,848	0	0	0	0.0%
51 5080320 NORTH BASE PARATRANSIT LEFLEUR	0	4,111,199	0	(4,111,199)	-100.0%
51 5080325 RIDE RITE - PARATRANSIT	0	0	4,517,540	4,517,540	0.0%
51 5080340 PARATRANSIT TAXI - GREATER AUSTIN	\$0	\$876,465	\$406,059	(\$470,406)	-53.7%
51 5080360 SOUTH BASE PARATRANSIT - MV TRANSPOR	0	17,692,144	18,291,567	599,423	3.4%
51 5090201 AIRFARE - TRANSPORTATION	0	1,050	1,050	0	0.0%
51 5090205 TRAVEL - PER DIEM	0	675	675	0	0.0%
51 5090206 TOLL ROAD CHARGES	164	0	0	0	0.0%
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	70	225	225	0	0.0%
51 5090211 LODGING	0	1,140	1,140	0	0.0%
51 5090215 TRAVEL - OTHER	35	240	240	0	0.0%
TOTAL OTHER EXPENSES	20,514,287	24,383,737	25,236,080	852,343	3.5%
TOTAL EXPENSES	\$20,860,262	\$24,637,343	\$25,497,298	\$859,955	3.5%



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Paratransit Administration

Functions and Responsibilities

The Paratransit Administration department manages all aspect of paratransit through the Reservations and Control Center, Contracts Operations and Eligibility departments. The department also coordinates with customers and the Access Advisory Committee to receive feedback on all aspects of service and policy development. The Paratransit Administration department is directly responsible for Federal reporting on all paratransit-related items for the agency.

FY2014 Accomplishments

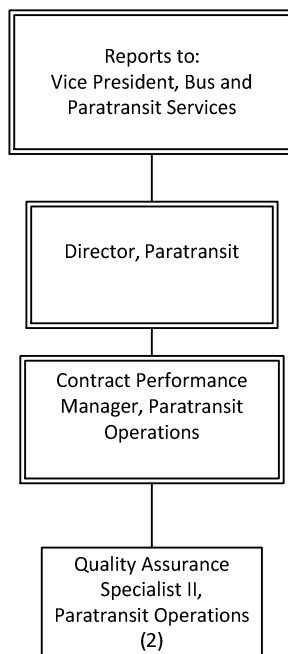
- ◆ Deliver the Best Possible Customer Experience
 - Implementation of web reservations, allowing passengers to access their trip and account information online for the first time ever.
 - Implementation of an entirely new telephone system that will allow passengers to directly schedule trips, receive estimated trip arrival times, hear eligibility information and much more. This can be accessed by customers 24 hours a day.
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Completed implementation of paratransit eligibility and timely completion of all internal audit recommendations that resulted from the very first eligibility audit.
 - Completed the move of the MetroAccess call center staff into one building at 209 W. Ninth Street that is shared with the Eligibility department.
 - Implemented PASS-Web product allowing MetroAccess to reduce call center work load, improve detailed reporting of customer use of products, and enhance usability.

FY2015 Planned Initiatives

- ◆ Deliver the Best Possible Customer Experience
 - Conduct the first-ever independent and comprehensive third-party survey of paratransit customers.
- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Support the Paratransit Eligibility department in implementing a pathway assessment program for conditional eligibility enforcement.
 - Coordinate with Strategic Planning and Development department to identify opportunities in conjunction with the Office of Mobility Management to ensure transportation coordination efforts meet the needs of all customers facing mobility challenges.

- Implement new Interactive Voice Response (IVR) and Web Reservation software systems to reduce reliance on third party software products to provide information.
- ◆ Demonstrate Regional Leadership
 - Increase involvement in regional coordination efforts related to aging populations and persons with disabilities.

Paratransit Administration Department Organizational Chart



Budget Changes

Salaries and Wages

Increase of \$26,687 in Salaries and Wages due to correction of formulas in a personnel-related worksheet and a approved merit-based salary increase.

Benefits

Net increase of \$1,816 in Benefits associated with payroll taxes resulting from changes in salaries and wages described previously and a lower state unemployment tax rate.

Other Expenses

Decrease of \$25,000 due to customer satisfaction survey performed in FY2014 and funding is not needed in FY2015.



Capital Metropolitan Transportation Authority Approved FY2015
Operating and Capital Budget and Five Year Capital Improvement Plan

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	VAR \$ FY2015 VS. FY2014	VAR % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$508,349	\$194,757	\$221,390	\$26,634	13.7%
51 5010202 SALARIES & WAGES - BARGAINING	642,581	0	0	0	0.0%
51 5010203 OVERTIME - ADMINISTRATIVE	(5,166)	2,123	2,177	53	2.5%
51 5010204 OVERTIME - BARGAINING	157,238	0	0	0	0.0%
51 5020901 SICK LEAVE-ADMIN	62,162	0	0	0	0.0%
51 5020902 SICK LEAVE-BARGAINING	30,907	0	0	0	0.0%
51 5021001 HOLIDAY LEAVE-ADMIN	33,704	0	0	0	0.0%
51 5021002 HOLIDAY LEAVE-BARGAINING	35,326	0	0	0	0.0%
51 5021101 VACATION LEAVE-ADMIN	35,712	0	0	0	0.0%
51 5021102 VACATION LEAVE-BARGAINING	47,359	0	0	0	0.0%
51 5021201 OTHER PAID LEAVE-ADMIN	448	0	0	0	0.0%
51 5021202 OTHER PAID LEAVE-BARGAINING	3,244	0	0	0	0.0%
TOTAL SALARIES & WAGES	1,551,864	196,880	223,567	26,687	13.6%
BENEFITS					
51 5020101 FICA-ADMIN	49,761	14,465	16,443	1,978	13.7%
51 5020102 FICA-BARGAINING	59,061	0	0	0	0.0%
51 5020701 STATE UNEMPLOYMENT-ADMIN	290	783	621	(162)	-20.7%
51 5020702 STATE UNEMPLOYMENT-BARGAINING	211	0	0	0	0.0%
55 5020102 FICA-BARGAINING	0	0	0	0	0.0%
55 5020702 STATE UNEMPLOYMENT-BARGAINING	53	0	0	0	0.0%
51 5021302 UNIFORM ALLOWANCE-ADMIN.	417	0	0	0	0.0%
51 5021426 INCENTIVE - BARGAINING/IUE	11,692	0	0	0	0.0%
TOTAL BENEFITS	121,486	15,248	17,064	1,816	11.9%
OTHER EXPENSES					
51 5030309 OTHER PROFESSIONAL FEES	295,993	-	-	-	0.0%
51 5030401 TEMPORARY HELP	176,404	0	0	0	0.0%
51 5030507 MAINTENANCE-RADIOS	(375)	0	0	0	0.0%
51 5039901 COURIER AND DELIVERY SERVICES	5	0	0	0	0.0%
51 5039909 OTHER SERVICES	2,304	120,000	95,000	(25,000)	-20.8%
51 5040121 GASOLINE	3,510	0	0	0	0.0%
51 5049901 OFFICE SUPPLIES	15,109	952	0	(952)	-100.0%
51 5049907 EXPENDABLE TOOLS & EQUIPMENT	683	0	0	0	0.0%
51 5049909 OTHER SUPPLIES	4,496	0	0	0	0.0%
51 5050204 TELEPHONE-LOCAL	1,595	1,800	1,320	(480)	-26.7%
51 5070502 GASOLINE FUEL TAX	250	0	0	0	0.0%
51 5090101 DUES AND SUBSCRIPTIONS	698	375	375	0	0.0%
51 5090201 AIRFARE - TRANSPORTATION	741	700	700	0	0.0%
51 5090205 TRAVEL - PER DIEM	572	975	975	0	0.0%
51 5090206 TOLL ROAD CHARGES	2	0	0	0	0.0%
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	1,950	1,750	1,750	0	0.0%
51 5090211 LODGING	822	1,630	1,630	0	0.0%
51 5090215 TRAVEL - OTHER	90	160	160	0	0.0%
51 5099901 POSTAGE	10,056	0	0	0	0.0%
51 5099908 COMPUTER HARDWARE	189	0	0	0	0.0%
TOTAL OTHER EXPENSES	515,093	128,342	101,910	(26,432)	-20.6%
TOTAL EXPENSES	\$2,188,443	\$340,470	\$342,541	\$2,071	0.6%



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Paratransit Reservations and Control Center

Functions and Responsibilities

The Paratransit Reservations and Control Center department includes the MetroAccess call center, dispatch, scheduling and customer service. This department processes advance trip reservations, cancellations, inquiries, subscription service requests, and group trips. This team manages and coordinates service through contracted providers. The department is also responsible for all customer service and outreach efforts for MetroAccess.

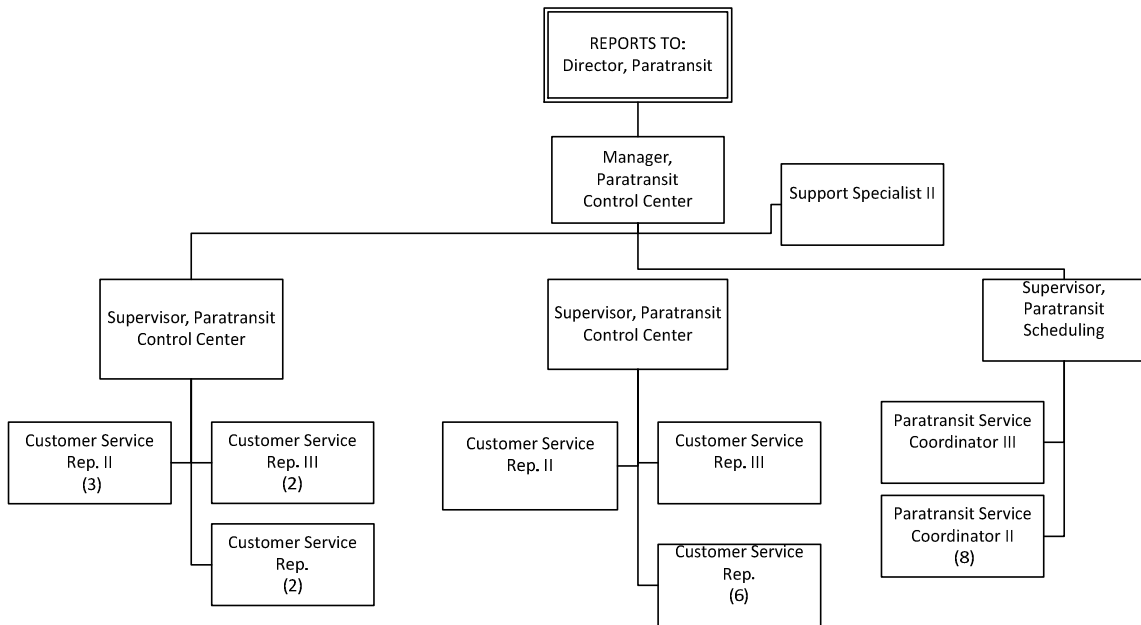
FY2014 Accomplishments

- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Hired Control Center manager to coordinate the department and provide much needed leadership to a department with a 1:8 manager to employee ratio.
- ◆ Deliver the Best Possible Customer Experience
 - Began an internal quality assurance program to audit and train employees on customer service and work quality.

FY2015 Planned Initiatives

- ◆ Deliver the Best Possible Customer Experience
 - Conduct customer service training from a group of external experts with the goal of developing training tools to that dramatically improve customer service.
 - Work with frontline customer service employees to develop written procedures that assist in clearly outlining and documenting performance-based expectations.
- ◆ Continue to Improve Organizational Practice and Develop Staff
 - Consolidate the employees in this department from three locations into one location.
 - Intra-department cross-training of service coordinators and inter-department cross-training of customer service representative with service coordinator basic duties to support career ladder and improve department efficiency and effectiveness.
- ◆ Deliver the Best Possible Customer Experience
 - Provide a better user experience by implementing a new interactive phone system (IVR) to allow passengers more access to their information and for trip reservation, confirmation and cancellation.
 - Provide support for smart-phone ticketing application to assure reliable customer experience and assist in identifying and correcting issues during rollout.

Paratransit Reservation and Control Center Department Organizational Chart



Budget Changes

Salaries and Wages

Increase of \$138,537 in Salaries and Wages due to approved merit-based increase and the consolidation of administrative and bargaining salaries for ease of financial reporting.

Benefits

Net decrease of \$5,297 in Benefits associated with payroll taxes resulting from changes in salaries and wages described previously and a lower state unemployment tax rate. Additionally, due to the restructuring of hourly salaries, incentive pay has been eliminated.

Other Expenses

Decrease of \$5,502 in Total Other Expenses due to a transfer of Supplies to Paratransit Administration, offset by increases in Other Services for planned improvements for the re-translation and to re-Braille the rider guide. Increase of \$4,470 in the sum of Travel related expenses for scheduled training in Intelligent Transportation Systems.



Capital Metropolitan Transportation Authority Approved FY2015
 Operating and Capital Budget and Five Year Capital Improvement Plan

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	VAR \$ FY2015 VS. FY2014	VAR % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$27,465	\$289,742	\$1,284,484	\$994,742	343.3%
51 5010202 SALARIES & WAGES - BARGAINING	6,317	868,738	0	(868,738)	-100.0%
51 5010203 OVERTIME - ADMINISTRATIVE	6,345	0	139,048	139,048	0.0%
51 5010204 OVERTIME - BARGAINING	0	126,515	0	(126,515)	-100.0%
TOTAL SALARIES & WAGES	40,126	1,284,995	1,423,532	138,537	10.8%
BENEFITS					
51 5020101 FICA-ADMIN	3,070	21,520	94,021	72,501	336.9%
51 5020102 FICA-BARGAINING	0	64,523	0	(64,523)	-100.0%
51 5020701 STATE UNEMPLOYMENT-ADMIN	0	1,305	6,003	4,698	360.0%
51 5020702 STATE UNEMPLOYMENT-BARGAINING	0	6,525	0	(6,525)	-100.0%
51 5021426 INCENTIVE - BARGAINING/IUE	0	11,448	0	(11,448)	-100.0%
TOTAL BENEFITS	3,070	105,320	100,024	(5,297)	-5.0%
OTHER EXPENSES					
51 5030401 TEMPORARY HELP	8,544	122,756	122,760	4	0.0%
51 5039909 OTHER SERVICES	700	11,004	16,604	5,600	50.9%
51 5049901 OFFICE SUPPLIES	0	7,356	0	(7,356)	-100.0%
51 5049907 EXPENDABLE TOOLS & EQUIPMENT	0	3,136	3,136	0	0.0%
51 5049909 OTHER SUPPLIES	0	7,500	0	(7,500)	-100.0%
51 5050204 TELEPHONE-LOCAL	0	2,700	1,980	(720)	-26.7%
51 5090201 AIRFARE - TRANSPORTATION	0	350	1,150	800	228.6%
51 5090205 TRAVEL - PER DIEM	0	375	1,125	750	200.0%
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	0	1,000	2,000	1,000	100.0%
51 5090211 LODGING	0	880	2,640	1,760	200.0%
51 5090215 TRAVEL - OTHER	0	80	240	160	200.0%
51 5099901 POSTAGE	\$0	\$9,132	\$9,132	\$0	0.0%
TOTAL OTHER EXPENSES	9,244	166,269	160,767	(5,502)	-3.3%
TOTAL EXPENSES	\$52,439	\$1,556,585	\$1,684,323	\$127,738	8.2%



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Paratransit Eligibility

Functions and Responsibilities

The Paratransit Eligibility department manages the eligibility process, including initial certification and re-certification of existing customers using in-person assessments and the assistance of a third-party provider to determine the functional abilities of each applicant. The Paratransit Eligibility department is responsible for all Capital Metro travel training and the Tether Strap Program administration.

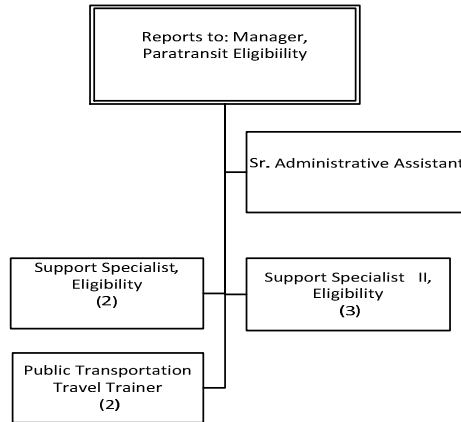
FY2014 Accomplishments

- ◆ Continue to Improve Organizational Practices and Develop Staff
 - Completed the more-than-two-year process of recertifying all existing passengers through the new in-person eligibility process.
 - Completed an independent external audit of the eligibility process, resulting in positive overall assessment of the program.
 - Successfully managed the third-party functional assessment contractor by addressing issues as they arose and modifying the contract to ensure operational efficiency.

FY2015 Planned Initiatives

- ◆ Deliver the Best Possible Customer Experience
 - Revise the application packet materials with the goal of making the documentation more user-friendly and easier to understand.
- ◆ Continue to Improve Organizational Practice and Develop Staff
 - Implement a new pathway assessment program to better enforce conditional eligibility.
 - Establish a new GIS-based database that will be used as a basis for logging inaccessible pathways throughout the city.
- ◆ Demonstrate Regional Leadership
 - Increase information sharing among other regional transportation agencies to increase access to information for all people living in the region. This includes a plan to share the new GIS-based database with the City of Austin and Travis County.

Paratransit Eligibility Department Organizational Chart



Budget Changes

Salaries and Wages

Increase of \$57,607 in Salaries and Wages due to approved merit-based salary increase, and the addition of one position, an eligibility support specialist.

Benefits

Net increase of \$3,118 in Benefits associated with payroll taxes resulting from changes in salaries and wages described previously and a lower state unemployment tax rate.

Other Expenses

Increase of \$8,868 in Other Professional Fees due to contractual increases associated with third party provider of eligibility services. Increase of \$4,300 in Other Supplies for the printing and production of brochures, badge printing supplies, and Pathway Assessment Start Up tools.

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	VAR \$ FY2015 VS. FY2014	VAR % FY2015 VS. FY2014
SALARY & WAGES					
51 5010201 SALARIES & WAGES - ADMIN.	\$0	\$408,487	\$465,922	\$57,436	14.1%
51 5010202 SALARIES & WAGES - BARGAINING	14,674	-	-	-	0.0%
51 5010203 OVERTIME - ADMINISTRATIVE	-	15,761	15,933	172	1.1%
TOTAL SALARIES & WAGES	14,674	424,248	481,855	57,607	13.6%
BENEFITS					
51 5020101 FICA-ADMIN	1,123	30,339	33,682	3,343	11.0%
51 5020701 STATE UNEMPLOYMENT-ADMIN	-	2,088	1,863	(225)	-10.8%
51 5021302 UNIFORM ALLOWANCE-ADMIN.	-	-	740	740	0.0%
55 5021302 UNIFORM ALLOWANCE-ADMIN.	-	740	-	(740)	-100.0%
TOTAL BENEFITS	1,123	33,167	36,285	3,118	9.4%
OTHER EXPENSES					
51 5030309 OTHER PROFESSIONAL FEES	-	307,236	316,104	8,868	2.9%
51 5030401 TEMPORARY HELP	7,784	115,860	115,860	-	0.0%
51 5039909 OTHER SERVICES	-	18,000	20,252	2,252	12.5%
51 5049901 OFFICE SUPPLIES	21	7,356	8,808	1,452	19.7%
51 5049909 OTHER SUPPLIES	9	6,516	10,816	4,300	66.0%
51 5050204 TELEPHONE-LOCAL	-	900	2,310	1,410	156.7%
51 5090101 DUES AND SUBSCRIPTIONS	-	375	375	-	0.0%
51 5090201 AIRFARE - TRANSPORTATION	-	350	350	-	0.0%
51 5090205 TRAVEL - PER DIEM	-	225	225	-	0.0%
51 5090211 LODGING	-	380	380	-	0.0%
51 5090215 TRAVEL - OTHER	-	80	80	-	0.0%
51 5099901 POSTAGE	-	13,836	11,208	(2,628)	-19.0%
TOTAL OTHER EXPENSES	7,814	471,114	486,768	15,654	3.3%
TOTAL EXPENSES	\$23,611	\$928,529	\$1,004,908	\$76,379	8.2%



Project Connect Central Corridor

This cost center was created to budget expenses for the Central Corridor study as part of Project Connect. Project Connect is a partnership between Capital Metro, the City of Austin, Lone Star Rail District and the Capital Area Metropolitan Planning Organization (CAMPO), with a shared vision to create a high-capacity regional transit system that serves as a blueprint to guide future investments and connectivity. These planning expenses are largely funded through a federal grant.

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	Var \$ FY2015 VS. FY2014	Var % FY2015 VS. FY2014
OTHER EXPENSES					
51 5801000 CMTA PLANNING EXPENSES	-	-	1,680,000	1,680,000	100.0%
51 5803000 CITY OF AUSTIN REIMBURSEMENT	-	-	180,000	180,000	100.0%
TOTAL OTHER EXPENSES	-	-	1,860,000	1,860,000	100.0%
TOTAL EXPENSES	\$0	\$0	\$1,860,000	\$1,860,000	100.0%



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Project Connect

This cost center was created to budget Capital Metro's share of the public education expenses for Project Connect consistent with the Regional Transit System Plan. Project Connect is a partnership between Capital Metro, the City of Austin, Lone Star Rail District and the Capital Area Metropolitan Planning Organization (CAMPO), with a shared vision to create a high-capacity regional transit system that serves as a blueprint to guide future investments and connectivity.

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	Var \$ FY2015 VS. FY2014	Var % FY2015 VS. FY2014
OTHER EXPENSES					
51 5802000 CMTA MARKETING EXPENSES	-	350,000	-	(350,000)	-100.0%
TOTAL OTHER EXPENSES	-	350,000	-	(350,000)	100.0%
TOTAL EXPENSES	\$0	\$350,000	\$0	(\$350,000)	-100.0%



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Rail Safety Education

Functions and Responsibilities

The Community Involvement (CI) department coordinates this grant-funded program for public rail, bus and pedestrian safety education, and serves as a liaison to related rail safety education and community outreach organizations and departments. These include Operation Lifesaver, Inc., Texas Operation Lifesaver, Federal Railroad Administration, and Austin Police department, as well as internal Capital Metro Safety and Security departments. Members of the CI department also sit on the agency's Safety Task Force. Major responsibilities include serving as authorized Operation Lifesaver rail safety education presenters, giving presentations at K-12 schools, community organizations and affinity groups, distributing safety education collateral at community events, and letter campaigns to residents and schools near private crossings and/or within a two-mile radius of Capital Metro owned railroad tracks.

FY2014 Accomplishments

- ◆ Demonstrate Regional Leadership
 - One of eight agencies nationwide to receive a competitive Operation Lifesaver rail safety education grant in the amount of \$25,000. Project total is \$52,000 (including Capital Metro in-kind donations, staff time and \$8,333 local match).
 - Partnered with Austin Independent School District and Creative Action (nonprofit organization specializing in arts education and social action) to sponsor an academic year-long afterschool program for students to create and produce a peer education rail safety video.
 - Requested and received permission from Texas Operation Lifesaver to begin to train the agency's MetroAmbassador volunteers as new authorized as Operation Lifesaver presenters in 2014 or 2015.
 - Implement middle school curriculum with new agency partner, Police Athletic League (PAL).

FY2015 Initiatives

- ◆ Demonstrate Regional Leadership
 - Roll out "Squash It" video and lesson plans online and in all regional middle grade level schools and youth summer programs.
 - Create new middle school targeted safety page on Capital Metro's safety website, www.stayoffthetracks.com.
 - Partner with Burnet Middle School (located near MetroRail tracks) and Creative Action to develop new rail/bus safety education video and curriculum targeted toward middle school students.
 - MetroAmbassadors trained as authorized Operation Lifesaver presenters.



- o MetroAmbassadors and Capital Metro staff to visit schools.
- o Safety education presentation at all K-12 schools in Central Texas (~129).
- o Rail and bus safety education presentation and collateral distributed during orientation at area colleges and universities.
- o Submit "Squash It" video and program for youth, film, education and rail safety education awards.

Budget Changes

Salaries and Wages

Decrease of \$3,913 in Salaries and Wages based on reduced level of staff time needed for the completion of Rail Safety Education grant program.

Benefits

Increase of \$592 in Benefits associated with payroll and state unemployment taxes.

Other Expenses

Decrease of \$15,500 in Professional Fees and decrease of \$8,200 in Other Supplies due to completion of the rail education video program in FY2014.

	FY2013 ACTUAL	FY2014 BUDGET	FY2015 BUDGET	Var \$ FY2015 VS. FY2014	Var % FY2015 VS. FY2014
SALARIES & WAGES					
51 5010304 INTERN PAY	-	\$9,633	\$5,720	(\$3,913)	-40.6%
TOTAL SALARIES & WAGES	-	9,633	5,720	(3,913)	-40.6%
BENEFITS					
51 5020101 FICA-ADMIN	-	-	455	455	0.0%
51 5020701 STATE UNEMPLOYMENT-ADMIN	-	-	137	137	0.0%
TOTAL BENEFITS	-	-	592	592	0.0%
OTHER EXPENSES					
51 5030309 OTHER PROFESSIONAL FEES	-	15,500	-	(15,500)	0.0%
51 5049909 OTHER SUPPLIES	-	8,200	-	(8,200)	0.0%
TOTAL OTHER EXPENSES	-	23,700	-	(23,700)	-100.0%
TOTAL EXPENSES	-	\$33,333	\$6,312	(\$27,021)	-81.1%

GLOSSARY

Accounting Basis: Capital Metro utilizes the proprietary fund method of accounting whereby revenue and expenses are recognized on an accrual basis.

Accrual Based Accounting: Revenue and expenses are recorded in the period in which they are earned or incurred regardless of whether cash is received or disbursed in that period.

ADA: Americans with Disabilities Act—Federal legislation enacted to provide guidelines for assuring access to person with disabilities.

AISD: Austin Independent School District.

American Public Transportation Association (APTA): Membership organization whose stated mission is to serve and lead its diverse membership through advocacy, innovation and information sharing to strengthen and expand public transportation.

Associated Capital Maintenance (ACM): A Federal Transit Administration capital program that subsidizes the cost of operations through the funding of certain bus and rail maintenance expenses.

Average Fare: Operating revenue (fare box and third-party fares) divided by the number of boardings.

Boardings: Number of passengers utilizing transit service, measured on entrance of vehicle.

Build Central Texas (formerly Build Greater Austin) was created in 1994 to support the transportation infrastructure for the Austin metropolitan area. This is an ongoing program with funding of approximately \$104 million with seven elements: 1) street maintenance; 2) emergency street repair; 3) transit corridor improvements; 4) pedestrian and bicycle safety/access; 5) sidewalks; 6) transit centers; and 7) transit capital improvements.

CAAA: Clean Air Act Amendments—Federal legislation that protects and enhances the quality of the nation's air resources; initiates and accelerates a national research and development program to prevent and control air pollution; provides technical and financial assistance to state and local governments for air pollution control programs; and encourages and assists regional air pollution control programs.

Capital Budget: The portion of the budget that provides for the funding of improvements, projects, and other projects and major equipment purchases. Generally, a capital item is one that has a cost in excess of \$5,000 and a useful life in excess of one year.

Capital Expenditure: Expenditures made to purchase capital assets or increase the efficiency, capacity, useful life, or economy of an existing asset.

CMAQ: The Congestion Mitigation and Air Quality Program is a Federal program, which funds transportation projects that will contribute to meeting the attainment of national ambient air quality standards.

Contingency Funds: Operating funds reserved for unexpected expenditures during the fiscal year.

Commuter Rail: Railway for urban passenger train service consisting of local short distance travel operating between a central city and adjacent suburbs.



Cost Allocation: The assignment of overhead expenses to different cost centers.

CTC: Centralized Train Control is a system that allows dispatchers to monitor and control the positions of trains currently running on our operating tracks.

DBE: Disadvantaged Business Enterprise.

Deadhead: Hours or miles that the buses and trains are in service, but there is not a reasonable expectation of carrying passengers. Examples include traveling between the garage and the start of a route and traveling between routes.

Demand Response: Service that is provided on an “as needed” basis to registered paratransit customers by Capital Metro contractors through the MetroAccess program. This service includes Demand Response Purchased Transportation (DRPT) and Demand Taxi Purchased Transportation (DTPT).

Express Route: Limited-stop service traveling to and from downtown and Park & Rides.

Fiscal Year: A 12-month period for which an organization plans the use of its funds, which does not necessarily correspond to a calendar year. The fiscal year adopted by Capital Metro is from October 1 through September 30.

Fixed-Route Bus: Local bus service including rail connectors.

Flex Routes: The bus service for rural areas of Lago Vista, Jonestown and Del Valle currently provided by the Capital Area Rural Transportation System (CARTS).

Flyer: Bus service that operates in the suburban neighborhoods and then becomes express service to downtown. Ridership, miles and hours are included with Fixed Route.

FTA: Federal Transit Administration—The agency of the Federal government within the U.S. Department of Transportation that is responsible for providing, administering and monitoring funds to transit agencies.

Full-Time Equivalent Position (FTE): A position converted to the decimal equivalent of a full time position based on 2,080 hours per year.

Funds Equity: Captures the aggregate of accumulated revenues and expenses from previous years. This balance is also labeled Net Assets.

Fund Balance: Fund Balance is the cash on hand used to pay monthly operating costs, such as salaries, staff health costs, fuel, supplies, utilities, and other expenses.

GAAP: Generally accepted accounting principles, conventions, rules, and procedures necessary to describe accepted accounting practice at a particular time.

GASB: Governmental Accounting Standards Board established with authority to prescribe generally accepted accounting principles for state and local governments.

Grant: Revenue from another government body or organization, usually in support of a specific program or function.

High Occupancy Vehicle Lanes (HOV): A lane of traffic in a major roadway reserved for vehicles carrying two or more (sometimes three or more) persons.

Interest Income: Income gained from interest on funds that have been placed in reserves for capital placement.

ITS: Intelligent Transportation System is a large project, with Orbital being the main vendor, that is adding CAD/AVL (Computer Aided Dispatch/Automatic Vehicle Locator) capability to our bus fleet.

IVR: Interactive Voice Response—IVR is a telephony technology that can read a combination of touch tone and voice input. It gives users the ability to access a database of information via phone. A typical IVR system has several menus of prerecorded options that the caller can choose from. These menu choices allow the caller to access the appropriate information in the database such as trip reservations, confirmations and cancellations.

MAP-21: A federal transportation authorization, entitled Moving Ahead for Progress in the 21st Century (MAP-21). This authorization creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition to a state of good repair, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

MetroAccess: Paratransit services (complementary to fixed-route services) provided to passengers with disabilities established in accordance with ADA. Service is provided through a mix of vehicle types.

MetroAccess Voucher: Service provided by Yellow Cab when scheduled paratransit service providers are at capacity during the time the registered customer needs to travel.

MetroAmbassador: This program recruits and trains community volunteers to assist Capital Metro in its outreach, education and public involvement efforts for all Capital Metro services.

MetroArt: A plan to implement a public art program that may include the commissioning of public art at Capital Metro transit stations and stops.

MetroRapid: MetroRapid is a fixed-route service that brings together a set of unique features to result in faster, more convenient service for the community. Some of the features of this service include limited stops; boarding from all doors; unique and upgraded stops with real-time arrival information; vehicles equipped with signal priority technology. Capital Metro's MetroRapid service launched in early 2014 (route 801) and late summer 2014 (route 803).

Net Assets: Captures the aggregate of accumulated revenues and expenses from previous years. This balance is also labeled Fund Equity.

New Start: Discretionary federal transit funds for new or extended fixed guideway systems.

Non-Attainment Area: U.S. region not attaining EPA standards for air pollutants.

Obligation: Funds that have been obligated to a specific purpose but have not been expended.

On-Time Performance (Fixed Route): On-time performance is no more than 30 seconds early or 5 minutes and 30 seconds late.

On-Time Performance (Paratransit): On-time performance is a vehicle's arrival within the 30 minute ready window negotiated with the registered paratransit customer at time of booking.



Operating Budget: The portion of the budget that provides for the day-to-day operation of Capital Metro including salaries, benefits, services, materials and other expenses.

Paratransit Services: Transportation services (complementary to fixed-route services) provided to passengers with disabilities established in accordance with ADA. Service is provided through a mix of vehicle types.

Park & Ride: Supports express limited stop service to and from downtown.

Passenger Revenue: Revenue earned through fares charged directly to passengers for transit services.

Peak Period: The period during which the maximum amount of travel occurs.

PRC: Service to Pickle Research Campus (PRC) and the UT shuttle route.

Prior Years' Carry-Over: Funds which are available to finance capital budget items for subsequent fiscal years.

Recovery Ratio: Operating revenue divided by operating expense.

Revenue Hours: The number of hours that the buses are available to the general public and there is a reasonable expectation of carrying passengers (this includes layover time). May be scheduled or actual; see Revenue Service below.

Revenue Miles: The number of miles that the buses are available to the general public and there is a reasonable expectation of carrying passengers.

Revenue Passengers: Transit passengers who enter the system through the payment of a fare as distinguished from those who enter using an employee or complimentary pass.

Revenue Service: Transit service run for the purpose of generating revenue, with a route beginning and end point, distinguished from trips run for maintenance purposes or trips, which carry passengers without charge.

Ridership: The total number of boardings. Also called "Unlinked Passenger Trips." May be based on fare box counts, driver counts, or estimates.

Sales Tax: Sales tax revenue is accrued on a monthly basis based on information provided by the Texas Comptroller of Public Accounts.

Section 5307 Urbanized Area Formula (Formerly Section 9): A federal grant administered by the Federal Transit Administration (FTA) for urbanized areas, providing capital, operating, and planning assistance for mass transportation. Funds are apportioned to urbanized areas utilizing a formula based on population, population density and other factors associated with transit service and ridership.

Section 5309 Capital Program Funds: A federal grant that provides assistance for the establishment of new rail transit projects, improvement and maintenance of existing rail transit and other fixed-guideway systems, buses and other bus-related capital projects. The bus-funding portion is a discretionary allocation program.

Service Span: The length of time during the 24-hour day when service is provided.

Service Area: City of Austin and several surrounding areas within Travis County and Williamson County extending over 500 square miles. The service area participates in a one% (1%) sales tax for funding support and participation with Capital Metro.

Special Events: Service provided to major events such as the Trail of Lights, Formula 1, Austin City Limits Music Festival and South by Southwest (SXSW).

Subscription Service: A standing paratransit trip reservation for a ride occurring at least once a week from the same origin to the same destination at the same time.

Subsidy/Passenger: The difference between the operating expense and operating revenue divided by the number of boardings.

Third-Party Fares: Fares paid by a third party usually for continuous routine service.

Transit Operations: Those authority functions directly or indirectly related to the provision of transportation service.

TVM: Ticket Vending Machine system that encompasses 1) the physical devices at various rail/bus stops where a customer can purchase a ticket/pass and 2) a central computer with software that communicates to the various machines in the field.

UT Shuttle: The bus service provided to connect student living areas with the University of Texas campus. Also provides circulator service around the university campus. Currently provided by First Transit.

Van Pool Program: A service in which a van is provided for a group of people who live and work in close proximity to each other. This service relieves congestion, and reduces pollution.

Vehicle Hours: The total number of hours that the buses are in service, including both revenue and deadhead hours.

Vehicle Miles: The total number of miles traveled while the buses are in service. This includes both revenue and deadhead miles.

Wheelchair Boardings: The number of times a wheelchair boards on directly operated buses. Does not include MetroAccess or contracted services.

Zero-based Budgeting: A method of budgeting in which all expenditures must be justified each new budget period, as opposed to only explaining the amounts requested in excess of the previous period's funding.



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Ongoing Capital Projects	Type	FY2015 Budget	FY2016 Budget	FY2017 Budget	FY2018 Budget	FY2019 Budget	Total	Page
Bus Benches	Facilities	100,000	100,000	100,000	100,000	100,000	500,000	A-3
Bus Shelters	Facilities	125,000	100,000	100,000	100,000	100,000	525,000	A-4
Bus Stop Accessibility Improvements	Facilities	1,855,550	1,122,180	-	-	-	2,977,730	A-5
Bus Stop Litter Containers	Facilities	100,000	100,000	100,000	100,000	100,000	500,000	A-6
Bus Stop Signage	Facilities	791,769	-	-	-	-	791,769	A-7
Fitness Equipment	Facilities	13,747	-	-	-	-	13,747	A-8
Fuel System Upgrade at Capital Metro Headquarters	Facilities	35,000	-	-	-	-	35,000	A-9
Fuel System Upgrade at Thompson Lane Facility	Facilities	90,000	-	-	-	-	90,000	A-10
Headquarters Facility - Shop Lighting	Facilities	133,956	-	-	-	-	133,956	A-11
Headquarters Facility - HVAC Chilling System Replacement	Facilities	24,392	-	-	-	-	24,392	A-12
Kramer Station	Facilities	-	975,000	-	-	-	975,000	A-13
Leander Maintenance Facility	Facilities	1,000,000	-	-	-	-	1,000,000	A-14
North Operations Facility - HVAC Control System	Facilities	75,000	-	-	-	-	75,000	A-15
Reduced Fare ID Card System	Facilities	10,000	-	-	-	-	10,000	A-16
Station and Platform Placemaking	Facilities	50,000	-	-	-	-	50,000	A-17
Uninterruptible Power Supply (UPS) System Replacement	Facilities	75,000	-	-	-	-	75,000	A-18
Video Development Equipment	Facilities	45,000	-	-	-	-	45,000	A-19
Customer Comments System Replacement	IT	120,000	-	-	-	-	120,000	A-20
Data Warehousing	IT	350,000	150,000	-	-	-	500,000	A-21
Financial System	IT	2,313,489	-	-	-	-	2,313,489	A-22
Intelligent Transportation Systems (ITS) Project	IT	7,656,938	-	-	-	-	7,656,938	A-23
Interactive Voice Response (IVR) System Replacement	IT	699,066	-	-	-	-	699,066	A-24
IT Infrastructure Equipment	IT	300,000	300,000	-	-	-	600,000	A-25
Network Upgrades	IT	350,000	-	-	-	-	350,000	A-26
OrbCad Test System	IT	75,000	-	-	-	-	75,000	A-27
Productivity Software	IT	214,199	-	-	-	-	214,199	A-28
Ridership Analysis System	IT	200,000	-	-	-	-	200,000	A-29
MetroRapid Bus Rapid Transit	MetroRapid	11,566,018	109,375	-	-	-	11,675,393	A-30
Crossings Improvements Reimbursed by TxDOT	Rail	105,757	-	-	-	-	105,757	A-31
Diesel Multiple Unit (DMU) Powertrain Component Rebuild Analysis	Rail	50,000	-	-	-	-	50,000	A-32
East End Rail Track Rehabilitation - 90 LB to 115 LB	Rail	639,994	-	-	-	-	639,994	A-33
Flashing Lights and Gates @ MP79.05	Rail	273,142	-	-	-	-	273,142	A-34
Positive Train Control	Rail	2,095,226	1,000,000	2,185,000	9,855,000	13,140,000	28,275,226	A-35
Private Crossing Signalization at MP 69.04	Rail	200,000	-	-	-	-	200,000	A-36
Railroad Bridge Maintenance	Rail	383,021	-	-	-	-	383,021	A-37
Saltillo Track Relocation	Rail	4,217,707	-	-	-	-	4,217,707	A-38
TIGER V Grant Project	Rail	3,262,443	10,585,484	8,915,950	12,447,467	-	35,211,344	A-39
Capital Project Contingency	Reserve	562,200	-	-	-	-	562,200	A-40
Diesel Multiple Unit (DMU) Security Cameras Upgrade	Security	163,620	-	-	-	-	163,620	A-41
Bus Replacements	Vehicles	22,578,753	22,761,305	15,260,357	15,048,357	32,912,659	108,561,431	A-42
ITS Equipment and Dynamic Message Signs (DMS) Vehicle Spare Parts	Vehicles	100,000	-	-	-	-	100,000	A-43
Non-Revenue Vehicle Replacement	Vehicles	180,000	-	180,000	-	180,000	540,000	A-44
Paratransit Vehicle Replacement	Vehicles	6,817,664	-	2,365,137	-	11,952,694	21,135,495	A-45
Paratransit Van Replacement	Vehicles	375,000	-	-	-	-	375,000	A-45
Radio Communication System Replacement	Vehicles	650,000	-	-	-	-	650,000	A-46
Total Expense		\$ 71,023,651	\$ 37,303,344	\$ 29,206,444	\$ 37,650,824	\$ 58,485,353	\$ 233,669,616	
Revenue		FY2015 Budget	FY2016 Budget	FY2017 Budget	FY2018 Budget	FY2019 Budget	Total	
Grant		20,153,992	4,720,476	3,940,119	2,106,097	240,000	31,160,684	
Tx DOT reimbursement		105,757	-	-	-	-	105,757	
Existing Loan Proceeds		10,000,000	-	-	-	-	10,000,000	
Local/Future Debt Financing		40,763,902	32,582,868	25,266,325	35,544,727	58,245,353	192,403,175	
Total Revenue		\$ 71,023,651	\$ 37,303,344	\$ 29,206,444	\$ 37,650,824	\$ 58,485,353	\$ 233,669,616	

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New Capital Projects	Type	FY2015 Budget	FY2016 Budget	FY2017 Budget	FY2018 Budget	FY2019 Budget	Total	Page
2910 Cafeteria Kitchen Equipment	Facilities	32,500	32,500	-	-	-	65,000	A-47
2910 E. 5th St. Board Room Renovation	Facilities	55,000	55,000	-	-	-	110,000	A-48
2910 E. 5th St. Breakroom Improvements (2nd & 3rd Floor)	Facilities	19,000	19,000	-	-	-	38,000	A-49
2910 E. 5th St. Cafeteria and Breakroom Improvements	Facilities	75,000	75,000	-	-	-	150,000	A-50
2910 E. 5th St. Flooring	Facilities	40,000	40,000	-	-	-	80,000	A-51
2910 E. 5th St. Human Resources Office Paint and Carpet	Facilities	12,500	12,500	-	-	-	25,000	A-52
2910 E. 5th St. Paving	Facilities	32,500	32,500	-	-	-	65,000	A-53
2910 E. 5th St. Plumbing	Facilities	25,000	25,000	-	-	-	50,000	A-54
2910 E. 5th St. Striping	Facilities	12,500	12,500	-	-	-	25,000	A-55
2910 E. 5th St. Transformer	Facilities	7,500	7,500	-	-	-	15,000	A-56
2910 E. 5th St. Vacuum Systems	Facilities	37,500	37,500	-	-	-	75,000	A-57
2910 E. 5th St. Various Projects	Facilities	20,450	20,450	-	-	-	40,900	A-58
2910 E. 5th St. Water Quality Pond	Facilities	62,500	62,500	-	-	-	125,000	A-59
2910 Security Office Carpet and Cubicle	Facilities	5,000	5,000	-	-	-	10,000	A-60
509 Thompson Lane HVAC Chiller	Facilities	100,000	100,000	-	-	-	200,000	A-61
509 Thompson Lane Lighting	Facilities	25,000	25,000	-	-	-	50,000	A-62
509 Thompson Lane R&R Gas Fired Heaters-Service Island	Facilities	7,500	7,500	-	-	-	15,000	A-63
509 Thompson Lane R&R Vehicle Washer Lane 1	Facilities	125,000	125,000	-	-	-	250,000	A-64
509 Thompson Lane R&R Vehicle Washer Lane 2	Facilities	125,000	125,000	-	-	-	250,000	A-65
509 Thompson Lane Various Projects	Facilities	10,125	10,125	-	-	-	20,250	A-66
624 Pleasant Valley Roof Repair	Facilities	27,500	27,500	-	-	-	55,000	A-67
Bus Stop Improvements - Rebranding Effort Upgrades	Facilities	50,000	50,000	-	-	-	100,000	A-68
Convert Payroll Office into Conference Room / Convert Conference Room to Office	Facilities	7,500	7,500	-	-	-	15,000	A-69
Disadvantaged Business Enterprise Office Creation	Facilities	20,000	20,000	-	-	-	40,000	A-70
Howard Lane Parking Spaces	Facilities	100,000	100,000	-	-	-	200,000	A-71
Lakeline Additional Parking	Facilities	650,000	650,000	-	-	-	1,300,000	A-72
North Operations Reconstruct Extraction Fans Fleet Maintenance	Facilities	87,500	87,500	-	-	-	175,000	A-73
North Operations Exhaust Fan Relocation	Facilities	37,500	37,500	-	-	-	75,000	A-74
Rail Maintenance Facility Floor Deflection Solution	Facilities	137,500	137,500	-	-	-	275,000	A-75
Risk Management Office Remodel	Facilities	8,000	8,000	-	-	-	16,000	A-76
East Subdivision Quiet Zone	Freight	1,350,000	1,350,000	-	-	-	2,700,000	A-77
TxDOT Crossing Rehabilitation - Freight	Freight	125,000	125,000	-	-	-	250,000	A-78
Fare Collection System Rollout to Fleet	IT	750,000	3,000,000	2,250,000	-	-	6,000,000	A-79
Mobile Applications	IT	150,000	150,000	-	-	-	300,000	A-80
Network Upgrades	IT	200,000	200,000	-	-	-	400,000	A-81
Other Legacy System Replacements	IT	50,000	50,000	-	-	-	100,000	A-82
Commuter Operation Risk Reduction	Rail	300,000	300,000	-	-	-	600,000	A-83
Central Subdivision Electric Locks	Rail	100,000	100,000	-	-	-	200,000	A-84
Central Subdivision Quiet Zone	Rail	512,500	512,500	-	-	-	1,025,000	A-85
Commuter Corridor Obsolete Communication Equipment Replacement Program	Rail	75,000	75,000	-	-	-	150,000	A-86
Crossing State of Good Repair	Rail	50,000	50,000	-	-	-	100,000	A-87
Diesel Multiple Units (DMU) Overhaul	Rail	225,000	225,000	-	-	-	450,000	A-88
DMU specifications for new four units	Rail	200,000	-	-	-	-	200,000	A-89
Engineering for existing Diesel Multiple Units (DMU) modifications	Rail	425,000	-	-	-	-	425,000	A-90
Nearside Crossing Gate Downtime Reduction Project	Rail	125,000	125,000	-	-	-	250,000	A-91
Private Crossing Signalization on Commuter Rail Corridor	Rail	200,000	200,000	-	-	-	400,000	A-92
Public Crossing Surface Renewal Program (SOGR) - Commuter Rail	Rail	70,000	70,000	-	-	-	140,000	A-93
Rail Drainage improvements	Rail	25,000	25,000	-	-	-	50,000	A-94
Rail Replacement Program-Commuter Corridor - 113 LB	Rail	2,500,000	8,900,000	3,400,000	7,800,000	-	22,600,000	A-95
Surge Suppression for Signal and Communication Network	Rail	125,000	125,000	-	-	-	250,000	A-96
Timber and Surface Program - Commuter Rail	Rail	1,000,000	3,023,950	2,084,669	2,147,209	2,211,625	10,467,453	A-97
West/East Haul Road Crossing Surface Rehabilitation	Rail	125,000	125,000	-	-	-	250,000	A-98
Capital Project Contingency	Reserve	248,810	-	-	-	-	248,810	A-99
State of Good Repair - Camera Replacement: Park & Ride Facility Cameras	Security	37,500	37,500	-	-	-	75,000	A-100
Total Expense		\$ 10,923,885	\$ 20,724,025	\$ 7,734,669	\$ 9,947,209	\$ 2,211,625	\$ 51,541,413	
Revenue		FY2015 Budget	FY2016 Budget	FY2017 Budget	FY2018 Budget	FY2019 Budget	Total	
Tx DOT Grant		200,000	-	-	-	-	200,000	
Tx DOT Reimbursement		125,000	125,000	-	-	-	250,000	
Local		10,598,885	20,599,025	7,734,669	9,947,209	2,211,625	51,091,413	
Total Revenue		\$ 10,923,885	\$ 20,724,025	\$ 7,734,669	\$ 9,947,209	\$ 2,211,625	\$ 51,541,413	

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Project Name Bus Benches

Project Type Facilities

Project Description

This project is for procurement and installation of new and replacement bus stop benches.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	20,960	100,000	100,000	100,000	100,000	100,000	100,000	620,960
Total	20,960	100,000	100,000	100,000	100,000	100,000	100,000	620,960
Funding Sources								
Local	4,192	20,000	20,000	20,000	20,000	20,000	20,000	124,192
Grants	16,768	80,000	80,000	80,000	80,000	80,000	80,000	496,768
Total	20,960	100,000	100,000	100,000	100,000	100,000	100,000	620,960

Estimated Operating Cost Impact

No new operating costs are expected to be incurred as neither the complexity nor the overall quantity of bus stop facilities will increase.

Project Benefits

This project provides bus benches for customers at bus stops.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.3 Ensure an attractive and accessible transit environment.

Capital Metropolitan Transportation Authority
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Project Name Bus Shelters

Project Type Facilities

Project Description

This project is for procurement and installation of new and replacement bus stop shelters.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	5,683	129,000	125,000	100,000	100,000	100,000	100,000	659,683
Total	5,683	129,000	125,000	100,000	100,000	100,000	100,000	659,683
Funding Sources								
Local	5,683	25,800	25,000	20,000	20,000	20,000	20,000	136,483
Grants	-	103,200	100,000	80,000	80,000	80,000	80,000	523,200
Total	5,683	129,000	125,000	100,000	100,000	100,000	100,000	659,683

Estimated Operating Cost Impact

No new operating costs are expected to be incurred as neither the complexity nor the overall quantity of bus stop facilities will increase.

Project Benefits

This project provides bus shelters for customers at bus stops.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.3 Ensure an attractive and accessible transit environment.

Capital Metropolitan Transportation Authority
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Project Name Bus Stop Accessibility Improvements

Project Type Facilities

Project Description

This project will provide bus stop improvements, such as concrete pads, wheelchair ramps, access to sidewalks or adjacent parking lots, and the movement of fixtures to ensure adequate clearance.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	4,032,374	3,188,021	1,855,550	1,122,180	-	-	-	10,198,125
Total	4,032,374	3,188,021	1,855,550	1,122,180	-	-	-	10,198,125
Funding Sources								
Local	1,231,231	3,047,744	1,855,550	1,122,180	-	-	-	7,256,705
Grants	2,801,143	140,277	-	-	-	-	-	2,941,420
Total	4,032,374	3,188,021	1,855,550	1,122,180	-	-	-	10,198,125

Estimated Operating Cost Impact

No new operating costs are expected to be incurred neither the complexity nor the overall quantity of bus stop facilities will increase.

Project Benefits

This project will continue to improve the accessibility of bus stops.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.3 Ensure an attractive and accessible transit environment.

Capital Metropolitan Transportation Authority
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Project Name Bus Stop Litter Containers

Project Type Facilities

Project Description

This project will supply additional solar-powered compacting trash containers at various locations.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	85,429	100,000	100,000	100,000	100,000	100,000	100,000	685,429
Total	85,429	100,000	100,000	100,000	100,000	100,000	100,000	685,429
Funding Sources								
Local	17,085	20,000	20,000	20,000	20,000	20,000	20,000	137,085
Grants	68,344	80,000	80,000	80,000	80,000	80,000	80,000	548,344
Total	85,429	100,000	100,000	100,000	100,000	100,000	100,000	685,429

Estimated Operating Cost Impact

The installation of the solar-powered compacting trash containers may reduce staff time spent servicing each location. Any efficiencies realized can be confirmed and reported after initial placement and operation.

Project Benefits

This project may reduce the time required to service trash containers at locations where the new units are placed.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.3 Ensure an attractive and accessible transit environment.

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Project Name Bus Stop Signage

Project Type Facilities

Project Description

The project will procure and install both new and replacement route and general information signage at various bus stops.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	172,662	120,606	791,769	-	-	-	-	1,085,037
Total	172,662	120,606	791,769	-	-	-	-	1,085,037
Funding Sources								
Local	36,576	24,121	421,480	-	-	-	-	482,177
Grants	136,086	96,485	370,289	-	-	-	-	602,860
Total	172,662	120,606	791,769	-	-	-	-	1,085,037

Estimated Operating Cost Impact

No new operating costs are expected to be incurred as neither the complexity nor the overall quantity of bus stop facilities will increase.

Project Benefits

This project will assist customers to navigate Capital Metro's transportation system by providing Braille to serve blind passengers, incorporating a numbering system that will make schedules available with a telephone call, and a timepoint indicator to improve on-time performance.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.3 Ensure an attractive and accessible transit environment.

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Project Name Fitness Equipment

Project Type Facilities

Project Description

The project includes the purchase of fitness equipment for the new Transit Store and MetroAccess Eligibility Center, which will house 60 employees.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	16,253	13,747	-	-	-	-	30,000
Total	-	16,253	13,747	-	-	-	-	30,000
Funding Sources								
Local	-	16,253	13,747	-	-	-	-	30,000
Grants	-	-	-	-	-	-	-	-
Total	-	16,253	13,747	-	-	-	-	30,000

Estimated Operating Cost Impact

No new operating costs are expected to be incurred as a result of this project.

Project Benefits

The benefits of having employees exercise include reduced healthcare costs and improved employee wellness and morale.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.3 Ensure an attractive and accessible transit environment.

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Project Name Fuel System Upgrade at Capital Metro Headquarters

Project Type Facilities

Project Description

The purpose of this project is to upgrade the fuel management system located at Capital Metro headquarters.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	35,000	-	-	-	-	35,000
Total	-	-	35,000	-	-	-	-	35,000
Funding Sources								
Local	-	-	35,000	-	-	-	-	35,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	35,000	-	-	-	-	35,000

Estimated Operating Cost Impact

No new operating costs are expected to be incurred as a result of this project.

Project Benefits

This project replaces the existing fuel management system, which has surpassed its useful life. Replacement parts are difficult to obtain.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.2 Improve system reliability and convenience.

Capital Metropolitan Transportation Authority
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Project Name Fuel System Upgrade at Thompson Lane Facility

Project Type Facilities

Project Description

The purpose of this project is to upgrade the fuel management system located at Thompson Lane.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	90,000	-	-	-	-	90,000
Total	-	-	90,000	-	-	-	-	90,000
Funding Sources								
Local	-	-	90,000	-	-	-	-	90,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	90,000	-	-	-	-	90,000

Estimated Operating Cost Impact

No new operating costs are expected to be incurred as a result of this project.

Project Benefits

This project replaces the existing fuel management system, which has surpassed its useful life. Replacement parts are difficult to obtain.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.2 Improve system reliability and convenience.

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Project Name Headquarters Facility - Shop Lighting

Project Type Facilities

Project Description

This project was recommended in an Austin Energy audit and is designed to reduce energy consumption. The project will produce brighter lighting in the fleet shop and service island area as the metal halide 450 watt lighting will be changed to fluorescent lamps.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	116,044	-	133,956	-	-	-	-	250,000
Total	116,044	-	133,956	-	-	-	-	250,000
Funding Sources								
Local	14,295	-	133,956	-	-	-	-	148,251
Grants	101,749	-	-	-	-	-	-	101,749
Total	116,044	-	133,956	-	-	-	-	250,000

Estimated Operating Cost Impact

Operating cost savings of approximately \$23,000 are estimated as a result of completing this capital project due to reduced energy consumption.

Project Benefits

This project is designed to reduce electricity costs for this Capital Metro facility.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.1 Improve the financial health of the organization.

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Project Name Headquarters Facility - HVAC Chilling System Replacement

Project Type Facilities

Project Description

This project will replace the original HVAC equipment purchased in 1988, which is past its useful life. This project also changes controls from air control to digital control to match existing systems.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	32,963	292,646	24,392	-	-	-	-	350,001
Total	32,963	292,646	24,392	-	-	-	-	350,001
Funding Sources								
Local	6,593	292,646	24,392	-	-	-	-	323,631
Grants	26,370	-	-	-	-	-	-	26,370
Total	32,963	292,646	24,392	-	-	-	-	350,001

Estimated Operating Cost Impact

No operating costs are expected to be incurred as a result of completing this project.

Project Benefits

This project replaces the existing HVAC system with a new system, which may reduce maintenance and utility costs.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.1 Improve the financial health of the organization.

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Project Name Kramer Station

Project Type Facilities

Project Description

This project will design and construct park and ride capabilities on land to be leased from the City of Austin, to serve the Kramer Rail Station.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-		975,000	-	-	-	975,000
Total	-	-	-	975,000	-	-	-	975,000
Funding Sources								
Local	-	-	-	975,000	-	-	-	975,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	-	975,000	-	-	-	975,000

Estimated Operating Cost Impact

This project is expected to increase operating costs for additional water, electric and maintenance expenses. The estimate is still under development.

Project Benefits

This project will provide Park and Ride capabilities for the Kramer Rail Station.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.3 Ensure an attractive and accessible transit environment.



Project Name Leander Maintenance Facility

Project Type Facilities

Project Description

This project will provide additional operations and maintenance space needed to support increases in passenger rail capacity.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	1,000,000	-	-	-	-	1,000,000
Total	-	-	1,000,000	-	-	-	-	1,000,000
Funding Sources								
Local	-	-	1,000,000	-	-	-	-	1,000,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	1,000,000	-	-	-	-	1,000,000

Estimated Operating Cost Impact

Additional costs are expected for utilities, maintenance, and general facility upkeep as a result of this project, and the estimate is under development.

Project Benefits

This project will provide maintenance facilities for new and existing vehicles to support increased rail capacity and ridership.

Strategic Goal and Objective

This project supports strategic goal and objective 2. Demonstrate regional leadership: 2.2 Pursue service expansion opportunities.

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Project Name North Operations Facility - HVAC Control System

Project Type Facilities

Project Description

This project replaces the North Operations HVAC control system to make it compatible with the existing automation system, which will allow for room temperatures to be set with minimums and maximums and track and respond to loads.

Spending Categories	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Other:	-	-	75,000	-	-	-	-	75,000
Total	-	-	75,000	-	-	-	-	75,000
Funding Sources								
Local	-	-	75,000	-	-	-	-	75,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	75,000	-	-	-	-	75,000

Estimated Operating Cost Impact

Beginning in FY2016 after these units are replaced, operating cost savings of up to \$5,000 are estimated due to less energy consumption, and less maintenance and repair needs are expected.

Project Benefits

This project will fix original design flaws and improve energy efficiency.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.1 Improve the financial health of the organization.

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Project Name Reduced Fare ID Card System

Project Type IT

Project Description

This project will provide necessary hardware upgrades for the Reduced Fare ID Card System.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	10,000	-	-	-	-	10,000
Total	-	-	10,000	-	-	-	-	10,000
Funding Sources								
Local	-	-	10,000	-	-	-	-	10,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	10,000	-	-	-	-	10,000

Estimated Operating Cost Impact

No new operating cost changes are expected to be incurred as a result of completing this project.

Project Benefits

This project will keep this customer system in a state of good repair.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.2 Improve system reliability and convenience.

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Project Name Station and Platform Placemaking

Project Type Facilities

Project Description

Regional Federal Rail Administration (FRA) staff led station and platform assessments with both transient oriented development and safety personnel involved. Many fairly small changes were identified that would improve safety, wayfinding, and the overall experience of customers. This project would fund landscaping changes, bicycle and pedestrian wayfinding materials and installations, and add public art components to existing stations.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	50,000	-	-	-	-	50,000
Total	-	-	50,000	-	-	-	-	50,000
Funding Sources								
Local	-	-	50,000	-	-	-	-	50,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	50,000	-	-	-	-	50,000

Estimated Operating Cost Impact

There is no operating cost impact expected because all of the improvements would fit within the current scope of maintenance and operations services. Some of the improvements are intended to reduce maintenance costs by preventing cutting across grass areas, etc.

Project Benefits

This project will improve safety and customer experience by providing site specific solutions to issues identified by the FRA-led interdepartmental group.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.3 Ensure an attractive and accessible transit environment.

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Project Name Uninterruptible Power Supply (UPS) System Replacement

Project Type Facilities

Project Description

The UPS system provides emergency power when main power fails. This is a state of good repair replacement. This system is beyond its useful life, resulting in additional maintenance and associated costs.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	75,000	-	-	-	-	75,000
Total	-	-	75,000	-	-	-	-	75,000
Funding Sources								
Local	-	-	75,000	-	-	-	-	75,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	75,000	-	-	-	-	75,000

Estimated Operating Cost Impact

No additional operating costs are anticipated.

Project Benefits

Installation will result in increased reliability of the back-up power supply in the event of emergencies or unanticipated power outages.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.2 Improve system reliability and convenience.

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Project Name Video Development Equipment

Project Type Facilities

Project Description

The purpose of this project is to purchase equipment necessary to develop and produce promotional videos to display for customers inside the Transit Store.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	45,000	-	-	-	-	45,000
Total	-	-	45,000	-	-	-	-	45,000
Funding Sources								
Local	-	-	45,000	-	-	-	-	45,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	45,000	-	-	-	-	45,000

Estimated Operating Cost Impact

No new operating costs are expected to be incurred as a result of completing this project.

Project Benefits

Customers will have the opportunity to watch promotional videos to inform them about the different transportation options provided by Capital Metro while they are at the Transit Store.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.4 Deliver a customer-friendly experience through our people and systems.

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Project Name Customer Comments System Replacement

Project Type IT

Project Description

This project will replace the current customer comments system, which is past its useful life.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	120,000	-	-	-	-	120,000
Total	-	-	120,000	-	-	-	-	120,000
Funding Sources								
Local	-	-	120,000	-	-	-	-	120,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	120,000	-	-	-	-	120,000

Estimated Operating Cost Impact

Maintenance costs are expected to be approximately \$24,000 annually.

Project Benefits

This project will continue to enable Capital Metro to track, report, analyze and act on customer comments, suggestions and complaints.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.4 Deliver a customer-friendly experience through our people and systems.

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Project Name Data Warehousing

Project Type IT

Project Description

Data warehousing will improve data access and analytical reporting for Capital Metro.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	350,000	150,000	-	-	-	500,000
Total	-	-	350,000	150,000	-	-	-	500,000
Funding Sources								
Local	-	-	350,000	150,000	-	-	-	500,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	350,000	150,000	-	-	-	500,000

Estimated Operating Cost Impact

Maintenance costs are estimated to be approximately \$100,000 annually once the project is finished.

Project Benefits

Data warehousing will improve data access and analytical reporting for Capital Metro.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.1 Improve the financial health of the organization.

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Project Name Financial System

Project Type IT

Project Description

This purpose of this project is to implement a new enterprise planning resource system with additional functionality.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	449,573	1,736,938	2,313,489	-	-	-	-	4,500,000
Total	449,573	1,736,938	2,313,489	-	-	-	-	4,500,000
Funding Sources								
Local	88,954	1,736,938	2,313,489	-	-	-	-	4,139,381
Grants	360,619	-	-	-	-	-	-	360,619
Total	449,573	1,736,938	2,313,489	-	-	-	-	4,500,000

Estimated Operating Cost Impact

No new operating costs are expected to be incurred as a result of this project.

Project Benefits

Replacing the existing application software provides the opportunity to implement new features and fixes. The existing application has not been upgraded to keep pace with new and improved software versions.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.1 Improve the financial health of the organization.



Project Name Intelligent Transportation Systems (ITS) Project

Project Type IT

Project Description

ITS is a comprehensive approach applying advanced technologies to transit. The overall scope of this project is to provide customers and staff with a graphical map of the service area with the location of a vehicle, as well as provide customers with near real-time information on vehicle arrival and departure at rail stations, MetroRapid stops, park and rides and transit centers. The paratransit and rail components of ITS have been implemented. The continued ITS project will address additional development work needed to operate under the new Open Sky Radio System being implemented, as well as installing on MetroRapid, Fixed Route and migrating paratransit and rail components previously installed to the new radio system.

Spending Categories	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Other:	11,658,125	2,737,790	7,656,938	-	-	-	-	22,052,853
Total	11,658,125	2,737,790	7,656,938	-	-	-	-	22,052,853
Funding Sources								
Local	5,377,215	2,631,323	7,656,938	-	-	-	-	15,665,476
Grants	6,280,910	106,467	-	-	-	-	-	6,387,377
Total	11,658,125	2,737,790	7,656,938	-	-	-	-	22,052,853

Estimated Operating Cost Impact

The operating cost impact as a result of completing successive phases of this project is estimated to be \$370,000 in FY2014, \$530,571 in FY2015, \$576,748 in FY2016, and \$605,585 in FY2017, including costs for hardware and software maintenance.

Project Benefits

The ITS project will allow for the real-time location tracking of all Capital Metro vehicles and the subsequent dissemination of vehicle locations to passengers and operational personnel. These technology features will allow passengers to have greater confidence in trip planning timing.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.2 Improve system reliability and convenience.

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Project Name Interactive Voice Response (IVR) System Replacement

Project Type IT

Project Description

This project will replace the existing IVR system with a new IVR system equipped to handle paratransit customer service calls.

Spending Categories	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Other:	201,871	284,063	699,066	-	-	-	-	1,185,000
Total	201,871	284,063	699,066	-	-	-	-	1,185,000
Funding Sources								
Local	197,247	284,063	699,066	-	-	-	-	1,180,376
Grants	4,624	-	-	-	-	-	-	4,624
Total	201,871	284,063	699,066	-	-	-	-	1,185,000

Estimated Operating Cost Impact

No operating cost increases are expected to be incurred as a result of completing this project because the existing IVR system being replaced will have comparable support costs.

Project Benefits

The new IVR system will support customer service and phone interface for paratransit customers during normal business hours and after hours. The new IVR system will take call volume loads off of call center staff during normal business hours.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.2 Improve system reliability and convenience.

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Project Name IT Infrastructure Equipment

Project Type IT

Project Description

This project will upgrade/replace aging computer and network infrastructure beyond five-year useful life cycles.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	963,903	348,502	300,000	300,000	-	-	-	1,912,405
Total	963,903	348,502	300,000	300,000	-	-	-	1,912,405
Funding Sources								
Local	397,395	348,502	300,000	300,000	-	-	-	1,345,897
Grants	566,508	-	-	-	-	-	-	566,508
Total	963,903	348,502	300,000	300,000	-	-	-	1,912,405

Estimated Operating Cost Impact

No operating cost increases are expected to be incurred as a result of completing this project because the existing infrastructure equipment being replaced will have comparable support costs.

Project Benefits

This project allows Capital Metro to maintain IT equipment necessary to support the existing IT infrastructure.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.2 Improve system reliability and convenience.

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Project Name Network Upgrades

Project Type IT

Project Description

This project will upgrade and replace IT network infrastructure components, including switches, routers, network load balancers, network appliances, toolsets and related equipment.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	50,000	350,000	-	-	-	-	400,000
Total	-	50,000	350,000	-	-	-	-	400,000
Funding Sources								
Local	-	50,000	350,000	-	-	-	-	400,000
Grants	-	-	-	-	-	-	-	-
Total	-	50,000	350,000	-	-	-	-	400,000

Estimated Operating Cost Impact

No operating cost increases are expected to be incurred as a result of completing this project.

Project Benefits

This project ensures the IT network infrastructure meets the requirements needed to deliver systems to employees and customers.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.2 Improve system reliability and convenience.

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Project Name OrbCad Test System

Project Type IT

Project Description

This project will provide a test system environment for the Computer Aided Dispatch / Automated Vehicle Location System.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	50,000	75,000	-	-	-	-	125,000
Total	-	50,000	75,000	-	-	-	-	125,000
Funding Sources								
Local	-	50,000	75,000	-	-	-	-	125,000
Grants	-	-	-	-	-	-	-	-
Total	-	50,000	75,000	-	-	-	-	125,000

Estimated Operating Cost Impact

No operating cost increases are expected to be incurred as a result of completing this project

Project Benefits

This project will allow support and upgrades to this system minimizing disruption of production business operations.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.2 Improve system reliability and convenience.

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Project Name Productivity Software

Project Type IT

Project Description

This project will replace obsolete email system, office productivity software and address state of good repair.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	73,601	260,000	214,199	-	-	-	-	547,800
Total	73,601	260,000	214,199	-	-	-	-	547,800
Funding Sources								
Local	73,601	260,000	214,199	-	-	-	-	547,800
Grants	-	-	-	-	-	-	-	-
Total	73,601	260,000	214,199	-	-	-	-	547,800

Estimated Operating Cost Impact

Software subscription costs are expected to be \$115,000 annually starting in FY2015.

Project Benefits

Replacing obsolete software is expected to increase productivity and maintain state of good repair.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.2 Enhance organizational development.

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Project Name Ridership Analysis System

Project Type IT

Project Description

This project will provide a centralized database system for ridership processing and analysis.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	200,000	-	-	-	-	200,000
Total	-	-	200,000	-	-	-	-	200,000
Funding Sources								
Local	-	-	200,000	-	-	-	-	200,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	200,000	-	-	-	-	200,000

Estimated Operating Cost Impact

No operating cost increases are expected to be incurred as a result of completing this project.

Project Benefits

This project will provide better reporting and less manual effort.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.2 Enhance organizational development.

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Project Name MetroRapid Bus Rapid Transit

Project Type MetroRapid

Project Description

MetroRapid - Bus Rapid Transit (BRT) is a limited-stop bus service, which initially will service the North Lamar/South Congress and Burnet/South Lamar routes. This project is part of the All Systems Go Long-Range Transit Plan.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
MetroRapid	22,945,607	13,000,000	11,566,018	109,375	-	-	-	47,621,000
Total	22,945,607	13,000,000	11,566,018	109,375	-	-	-	47,621,000
Funding Sources								
Local	4,589,121	2,600,000	2,313,204	21,875	-	-	-	9,524,200
Grants	18,356,486	10,400,000	9,252,814	87,500	-	-	-	38,096,800
Total	22,945,607	13,000,000	11,566,018	109,375	-	-	-	47,621,000

Estimated Operating Cost Impact

The estimated operating cost impact of this project for fuel and vehicle contract operations in FY2014 is estimated to be \$5.8 million and \$11.4 million in FY2015 when the operating costs for both lines are annualized.

Project Benefits

MetroRapid BRT will provide real-time bus arrival information at all MetroRapid stops, 10-minute frequency during peak and 15 minutes during off-peak service with reduced travel times up to 20 percent aided by traffic signal preemption technology. MetroRapid uniquely branded bus stops will be near local service bus stops and passengers will be able to connect to two MetroRail stations.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.2 Improve system reliability and convenience.

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Project Name Crossings Improvements Reimbursed by TxDOT

Project Type Rail

Project Description

This project provides surface or crossing signal system upgrades at Texas Department of Transportation (TxDOT) selected grade railroad crossings, and funded through reimbursements from TxDOT.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	414,243	105,757	-	-	-	-	520,000
Total	-	414,243	105,757	-	-	-	-	520,000
Funding Sources								
Local	-	-	-	-	-	-	-	-
TxDOT Reimbursement	-	414,243	105,757	-	-	-	-	520,000
Total	-	414,243	105,757	-	-	-	-	520,000

Estimated Operating Cost Impact

No new operating costs are expected to be incurred as a result of this project because the work performed at these crossings is reimbursed by TxDOT.

Project Benefits

This project will provide smooth crossing surfaces for motor vehicles and lighting upgrades at TxDOT selected crossings.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.2 Improve system reliability and convenience.

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Project Name Diesel Multiple Unit (DMU) Powertrain Component Rebuild Analysis

Project Type Rail

Project Description

This project funding will be used to assess the condition of one vehicle to determine what is needed for the fleet.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	50,000	-	-	-	-	50,000
Total	-	-	50,000	-	-	-	-	50,000
Funding Sources								
Local	-	-	50,000	-	-	-	-	50,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	50,000	-	-	-	-	50,000

Estimated Operating Cost Impact

No new operating costs are expected to be incurred as a result of completing this project.

Project Benefits

This project will ensure the continued high operating reliability of the DMU by rebuilding or replacing selected powertrain, truck, and door components in accordance with the manufacturer's recommendations.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.2 Improve system reliability and convenience.

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Project Name East End Rail Track Rehabilitation - 90 LB to 115 LB

Project Type Rail

Project Description

This project will replace 90 lb rail manufactured in the early 1900s with 115 lb rail. The limits of the project are from Austin Junction MP57 to MP40.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	1,076,741	2,383,265	639,994	-	-	-	-	4,100,000
Total	1,076,741	2,383,265	639,994	-	-	-	-	4,100,000
Funding Sources								
Local	1,076,741	2,383,265	639,994	-	-	-	-	4,100,000
Grants	-	-	-	-	-	-	-	-
Total	1,076,741	2,383,265	639,994	-	-	-	-	4,100,000

Estimated Operating Cost Impact

The number of broken rail may decrease resulting in a reduction in the number of broken rail repairs needed, which may allow track maintenance staff to perform more preventive maintenance.

Project Benefits

This project will address the state of good repair.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.2 Improve system reliability and convenience.



Project Name Flashing Lights and Gates @ MP79.05

Project Type Rail

Project Description

This project will install active grade crossing warning devices (flashing lights and two gates) at this crossing to insure the motoring public stops when a train is approaching and crossing this location. This location is a private crossing.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	21,608	-	273,142	-	-	-	-	294,750
Total	21,608	-	273,142	-	-	-	-	294,750
Funding Sources								
Local	21,608	-	273,142	-	-	-	-	294,750
Grants	-	-	-	-	-	-	-	-
Total	21,608	-	273,142	-	-	-	-	294,750

Estimated Operating Cost Impact

Approximately four to eight hours of signal maintenance time per month are expected at this location.

Project Benefits

This project, made at the request of the City of Cedar Park, will provide an active grade crossing warning system at a private crossing that has experienced a number of train/motor vehicle incidents.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.2 Improve system reliability and convenience.

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Project Name Positive Train Control

Project Type Rail

Project Description

The purpose of this project is to meet the Federal Railroad Administration requirements to install a positive train control systems on commuter rail systems.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	46,783	-	2,095,226	1,000,000	2,185,000	9,855,000	13,140,000	28,322,009
Total	46,783	-	2,095,226	1,000,000	2,185,000	9,855,000	13,140,000	28,322,009
Funding Sources								
Local	46,783	-	2,095,226	1,000,000	2,185,000	9,855,000	13,140,000	28,322,009
Grants	-	-	-	-	-	-	-	-
Total	46,783	-	2,095,226	1,000,000	2,185,000	9,855,000	13,140,000	28,322,009

Estimated Operating Cost Impact

Software maintenance costs will be incurred when the project is completed. No other new operating costs are expected as a result of completing this project because the maintenance of way is a fixed cost/rate for the entire line, which is being maintained by a contractor.

Project Benefits

This project will provide enhanced train detection systems controls, which will provide constant on-board train control with the purpose of avoiding train collisions, work zone violations, and signal violations.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.2 Improve system reliability and convenience.

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Project Name Private Crossing Signalization at MP 69.04

Project Type Rail

Project Description

This project will design and install an active highway grade crossing at the passive private crossing located at MP 69.04.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	200,000	-	-	-	-	200,000
Total	-	-	200,000	-	-	-	-	200,000
Funding Sources								
Local	-	-	200,000	-	-	-	-	200,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	200,000	-	-	-	-	200,000

Estimated Operating Cost Impact

This project is expected to result in electricity and maintenance costs between \$500 and \$1,000 annually.

Project Benefits

This project will provide motorists and pedestrians who utilize this passive private grade crossing with an active highway grade crossing warning system.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.2 Improve system reliability and convenience.

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Project Name Railroad Bridge Maintenance

Project Type Rail

Project Description

This project continues the repairs/ upgrades of the timber bridges on the railroad (with the exception of 52.44) so that they are raised from condition 1 and 2 to condition 3.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	1,968,693	444,000	383,021	-	-	-	-	2,795,714
Total	1,968,693	444,000	383,021	-	-	-	-	2,795,714
Funding Sources								
Local	1,968,693	444,000	383,021	-	-	-	-	2,795,714
Grants	-	-	-	-	-	-	-	-
Total	1,968,693	444,000	383,021	-	-	-	-	2,795,714

Estimated Operating Cost Impact

No new operating costs are expected to be incurred as a result of this project.

Project Benefits

The Railroad Bridge Maintenance Program will be in compliance with federal guidelines for bridge safety.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.2 Improve system reliability and convenience.

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Project Name Saltillo Track Relocation

Project Type Rail

Project Description

This project includes a shift in the current layout of the tracks at this location to allow for increased development of the site.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	72,293	1,110,000	4,217,707	-	-	-	-	5,400,000
Total	72,293	1,110,000	4,217,707	-	-	-	-	5,400,000
Funding Sources								
Local	14,459	222,000	843,541	-	-	-	-	1,080,000
Grants	57,834	888,000	3,374,166	-	-	-	-	4,320,000
Total	72,293	1,110,000	4,217,707	-	-	-	-	5,400,000

Estimated Operating Cost Impact

This project will require additional track maintenance. Due to the track being completely rebuilt and realigned, additional costs may not be required for five to ten years out.

Project Benefits

This project is expected to result in increased development opportunities that will benefit Capital Metro and the community.

Strategic Goal and Objective

This project supports strategic goal and objective 2. Demonstrate regional leadership: 2.3 Encourage/promote transit-oriented development.



Project Name TIGER V Grant Project

Project Type Rail

Project Description

On September 5, 2013, the Federal Transit Administration (FTA) awarded Capital Metro \$11.3 million in TIGER V grant funds for rail system infrastructure improvements. These improvements include rail and bridge upgrades, double-tracking at three stations (Crestview, Howard and Lakeline), signal improvements and rail vehicle modifications. The original matching contribution from Capital Metro of \$16 million was increased to \$23.9 million due to the FTA's requirement to add 20% contingency funding and to account for additional costs anticipated for station double-tracking.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	59,960	3,262,443	10,585,484	8,915,950	12,447,467	-	35,271,304
Total	-	59,960	3,262,443	10,585,484	8,915,950	12,447,467	-	35,271,304
Funding Sources								
Local	-	35,077	1,908,529	6,192,508	5,215,831	10,581,370	-	23,933,315
Grants	-	24,883	1,353,914	4,392,976	3,700,119	1,866,097	-	11,337,989
Total	-	59,960	3,262,443	10,585,484	8,915,950	12,447,467	-	35,271,304

Estimated Operating Cost Impact

The operating cost impact is under development.

Project Benefits

This project will result in improvements to rail infrastructure, which will improve the safety and capacity for commuter and freight rail service.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.3 Ensure an attractive and accessible transit environment.

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Project Name Capital Project Contingency

Project Type Contingency

Project Description

This is a capital project reserve for contingencies.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	562,200	-	-	-	-	562,200
Total	-	-	562,200	-	-	-	-	562,200
Funding Sources								
Local	-	-	562,200	-	-	-	-	562,200
Grants	-	-	-	-	-	-	-	-
Total	-	-	562,200	-	-	-	-	562,200

Estimated Operating Cost Impact

This is a proposed capital project reserve for contingencies and there is no operating cost impact expected.

Project Benefits

This capital project reserve funds for project contingencies if needed.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.1 Improve the financial health of the organization.

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Project Name Diesel Multiple Unit (DMU) Security Cameras Upgrade

Project Type Security

Project Description

This project upgrades existing security cameras to the commuter railcars.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	215,100	163,620	-	-	-	-	378,720
Total	-	215,100	163,620	-	-	-	-	378,720
Funding Sources								
Local	-	43,020	137,261	-	-	-	-	180,281
Grants	-	172,080	26,359	-	-	-	-	198,439
Total	-	215,100	163,620	-	-	-	-	378,720

Estimated Operating Cost Impact

No new operating costs are expected to be incurred as a result of completing this project because this project only upgrades existing cameras on the Diesel Multiple Unit (DMU) fleet.

Project Benefits

This project upgrades existing security cameras to the commuter railcars, maintaining the camera in a state of good repair.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.2 Improve system reliability and convenience.

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Project Name Bus Replacements

Project Type Vehicles

Project Description

This project will replace revenue transit buses on a scheduled basis as vehicles meet the end of their useful lives.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	22,671,834	-	22,578,753	22,761,305	15,260,357	15,048,357	32,912,659	131,233,265
Total	22,671,834	-	22,578,753	22,761,305	15,260,357	15,048,357	32,912,659	131,233,265
Funding Sources								
Local	-	-	8,346,204	22,761,305	15,260,357	15,048,357	32,912,659	94,328,882
Loan	9,313,038	-	10,000,000	-	-	-	-	19,313,038
Grants	13,358,796	-	4,232,549	-	-	-	-	17,591,345
Total	22,671,834	-	22,578,753	22,761,305	15,260,357	15,048,357	32,912,659	131,233,265

Estimated Operating Cost Impact

No new operating costs are expected to be incurred as a result of completing this project.

Project Benefits

The project replaces revenue transit buses, which are past their useful life expectancy. Maintenance costs are expected to be reduced.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.2 Improve system reliability and convenience.

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Project Name ITS Equipment and Dynamic Message Signs (DMS) Vehicle Spare Parts

Project Type Vehicles

Project Description

This project will provide for the procurement of critical spare parts and components that will enable the maintenance and repair of these systems.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	150,000	100,000	-	-	-	-	250,000
Total	-	150,000	100,000	-	-	-	-	250,000
Funding Sources								
Local	-	150,000	100,000	-	-	-	-	250,000
Grants	-	-	-	-	-	-	-	-
Total	-	150,000	100,000	-	-	-	-	250,000

Estimated Operating Cost Impact

The spare parts for the ITS and DMS equipment will not impact operating costs. Without these spare parts, operating costs would increase.

Project Benefits

This project will allow for the continued operation of the communications systems while failed components are repaired as needed.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.2 Improve system reliability and convenience.

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Project Name Non-Revenue Vehicle Replacement

Project Type Vehicles

Project Description

This project replaces non-revenue vehicles are used to support transit operations after they have met their service life expectancy.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	642,870	-	180,000	-	180,000	-	180,000	1,182,870
Total	642,870	-	180,000	-	180,000	-	180,000	1,182,870
Funding Sources								
Local	247,294	-	180,000	-	180,000	-	180,000	787,294
Grants	395,576	-	-	-	-	-	-	395,576
Total	642,870	-	180,000	-	180,000	-	180,000	1,182,870

Estimated Operating Cost Impact

No new operating costs are expected to be incurred as a result of completing this project because existing vehicles are being replaced as needed.

Project Benefits

The project replaces non-revenue vehicles, which are past their useful life expectancy, and maintenance costs are expected to be reduced.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.2 Improve system reliability and convenience.

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Project Name Paratransit Vehicle Replacement

Project Type Vehicles

Project Description

This project replaces revenue paratransit vehicles on a scheduled basis as vehicles meet their useful life expectancy.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	1,732,049	-	7,192,664	-	2,365,137	-	11,952,694	23,242,544
Total	1,732,049	-	7,192,664	-	2,365,137	-	11,952,694	23,242,544
Funding Sources								
Local	347,265	-	5,908,763	-	2,365,137	-	11,952,694	20,573,859
Grants	1,384,784	-	1,283,901	-	-	-	-	2,668,685
Total	1,732,049	-	7,192,664	-	2,365,137	-	11,952,694	23,242,544
Estimated Operating Cost Impact								

No new operating costs are expected to be incurred as a result of completing this project because existing vehicles are being replaced as needed.

Project Benefits

The project replaces revenue paratransit vehicles which are past their useful life expectancy. Maintenance costs are expected to be reduced.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.2 Improve system reliability and convenience.

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Project Name Radio Communication System Replacement

Project Type Vehicles

Project Description

Capital Metro has an interlocal agreement with the Lower Colorado River Authority for the provision of air time and the use of communication towers and infrastructure. Capital Metro's analog radio system has reached the end of its useful life and needs to be replaced in preparation for the Lower Colorado River Authority's plans to convert to a digital trunked radio system that will require system changes by 2014.

Spending Categories	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Other:	2,228,250	1,709,846	650,000	-	-	-	-	4,588,096
Total	2,228,250	1,709,846	650,000	-	-	-	-	4,588,096
Funding Sources								
Local	2,228,250	1,709,846	650,000	-	-	-	-	4,588,096
Grants	-	-	-	-	-	-	-	-
Total	2,228,250	1,709,846	650,000	-	-	-	-	4,588,096

Estimated Operating Cost Impact

No new operating cost changes are expected to be incurred as a result of completing this project. This is a replacement of technology and current maintenance costs will continue.

Project Benefits

A radio technology based on a digital platform would allow more talking paths to occur simultaneously and bandwidth consumption is expected to be reduced along with external background noises.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.2 Improve system reliability and convenience.

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Project Name 2910 Cafeteria Kitchen Equipment

Project Type Facilities

Project Description

This project will replace kitchen equipment in the cafeteria.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	32,500	32,500	-	-	-	65,000
Total	-	-	32,500	32,500	-	-	-	65,000
Funding Sources								
Local	-	-	32,500	32,500	-	-	-	65,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	32,500	32,500	-	-	-	65,000

Estimated Operating Cost Impact

This project is expected to result in \$5,000 annual operational cost savings.

Project Benefits

This project will meet Health Code requirements and reduce the costs incurred to maintain current equipment.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.1 Improve the financial health of the organization.

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Project Name 2910 E. 5th St. Board Room Renovation

Project Type Facilities

Project Description

This project will improve the Board Room by replacing existing visitor chairs, paint, carpet and base, and installing new HD broadcast equipment.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	55,000	55,000	-	-	-	110,000
Total	-	-	55,000	55,000	-	-	-	110,000
Funding Sources								
Local	-	-	55,000	55,000	-	-	-	110,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	55,000	55,000	-	-	-	110,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will improve the overall appearance and function of the Board Room.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.3. Ensure and attractive and accessible transit environment.

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Project Name 2910 E. 5th St. Breakroom Improvements (2nd & 3rd Floor)

Project Type Facilities

Project Description

This project will improve the appearance and function of the 2910 break rooms.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	19,000	19,000	-	-	-	38,000
Total	-	-	19,000	19,000	-	-	-	38,000
Funding Sources								
Local	-	-	19,000	19,000	-	-	-	38,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	19,000	19,000	-	-	-	38,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will complete improvements to 2910 break rooms to better serve staff needs.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.1 Improve the financial health of the organization.

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Project Name 2910 E. 5th St. Cafeteria and Breakroom Improvements

Project Type Facilities

Project Description

This project will improve the appearance and function of the 2910 1st floor cafeteria area.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	75,000	75,000	-	-	-	150,000
Total	-	-	75,000	75,000	-	-	-	150,000
Funding Sources								
Local	-	-	75,000	75,000	-	-	-	150,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	75,000	75,000	-	-	-	150,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will complete improvements to the 2910 1st floor cafeteria to better serve staff needs.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.1 Improve the financial health of the organization.

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Project Name 2910 E. 5th St. Flooring

Project Type Facilities

Project Description

This project will replace worn flooring in the administrative and fleet office main walkways.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	40,000	40,000	-	-	-	80,000
Total	-	-	40,000	40,000	-	-	-	80,000
Funding Sources								
Local	-	-	40,000	40,000	-	-	-	80,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	40,000	40,000	-	-	-	80,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will maintain facilities in a state of good repair.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.1 Improve the financial health of the organization.

Capital Metropolitan Transportation Authority
 Approved FY2015-FY2019 Capital Improvement Plan



Project Name 2910 E. 5th St. Human Resources Office Paint and Carpet

Project Type Facilities

Project Description

This project will replace worn carpeting and repaint walls in the human resources office.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	12,500	12,500	-	-	-	25,000
Total	-	-	12,500	12,500	-	-	-	25,000
Funding Sources								
Local	-	-	12,500	12,500	-	-	-	25,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	12,500	12,500	-	-	-	25,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will maintain facilities in a state of good repair.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.1 Improve the financial health of the organization.

Capital Metropolitan Transportation Authority
 Approved FY2015-FY2019 Capital Improvement Plan



Project Name 2910 E. 5th St. Paving

Project Type Facilities

Project Description

This project will repair damaged pavement in 2910 bus yard.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	32,500	32,500	-	-	-	65,000
Total	-	-	32,500	32,500	-	-	-	65,000
Funding Sources								
Local	-	-	32,500	32,500	-	-	-	65,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	32,500	32,500	-	-	-	65,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will maintain facilities in a state of good repair.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.1 Improve the financial health of the organization.

Capital Metropolitan Transportation Authority
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Project Name 2910 E. 5th St. Plumbing

Project Type Facilities

Project Description

This project will replace 2 existing water treatment plants used for vehicle chassis cleaning, allowing reuse of cleaning water as this is a closed loop system, and will save over 1,000 gallons per day.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	25,000	25,000	-	-	-	50,000
Total	-	-	25,000	25,000	-	-	-	50,000
Funding Sources								
Local	-	-	25,000	25,000	-	-	-	50,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	25,000	25,000	-	-	-	50,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will maintain state of good repair as the existing units have exceeded their useful lives.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.1 Improve the financial health of the organization.

Capital Metropolitan Transportation Authority
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Project Name 2910 E. 5th St. Striping

Project Type Facilities

Project Description

This project will restripe the existing bus parking lot. Striping is beyond its useful life.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	12,500	12,500	-	-	-	25,000
Total	-	-	12,500	12,500	-	-	-	25,000
Funding Sources								
Local	-	-	12,500	12,500	-	-	-	25,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	12,500	12,500	-	-	-	25,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will bring the parking lot back into a state of good repair and enhance safety for drivers on a daily basis.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.1 Improve the financial health of the organization.

Capital Metropolitan Transportation Authority
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Project Name 2910 E. 5th St. Transformer

Project Type Facilities

Project Description

This project will replace an existing transformer that is showing signs of failure and is beyond the state of good repair.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	7,500	7,500	-	-	-	15,000
Total	-	-	7,500	7,500	-	-	-	15,000
Funding Sources								
Local	-	-	7,500	7,500	-	-	-	15,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	7,500	7,500	-	-	-	15,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will ensure continued power supply and reduced emergency replacement. The state of good repair will be restored.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.1 Improve the financial health of the organization.

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Project Name 2910 E. 5th St. Vacuum Systems

Project Type Facilities

Project Description

This project will replace the existing 2910 body shop vacuum system with a high-efficient central vacuum system to maintain a state of good repair and to reduce energy use and required maintenance.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	37,500	37,500	-	-	-	75,000
Total	-	-	37,500	37,500	-	-	-	75,000
Funding Sources								
Local	-	-	37,500	37,500	-	-	-	75,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	37,500	37,500	-	-	-	75,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will maintain facilities in a state of good repair.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.1 Improve the financial health of the organization.

Capital Metropolitan Transportation Authority
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Project Name 2910 E. 5th St. Various Projects

Project Type Facilities

Project Description

This project will replace several smaller pieces of equipment that are at or beyond the state of good repair.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	20,450	20,450	-	-	-	40,900
Total	-	-	20,450	20,450	-	-	-	40,900
Funding Sources								
Local	-	-	20,450	20,450	-	-	-	40,900
Grants	-	-	-	-	-	-	-	-
Total	-	-	20,450	20,450	-	-	-	40,900

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will reduce maintenance costs and reduce down time, restoring the state of good repair and providing new life cycles.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.1 Improve the financial health of the organization.

Capital Metropolitan Transportation Authority
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Project Name 2910 E. 5th St. Water Quality Pond

Project Type Facilities

Project Description

This project will upgrade water ponds to allow easier access and improve the drainage of treatment ponds.

Spending Categories	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Other:	-	-	62,500	62,500	-	-	-	125,000
Total	-	-	62,500	62,500	-	-	-	125,000
Funding Sources								
Local	-	-	62,500	62,500	-	-	-	125,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	62,500	62,500	-	-	-	125,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will maintain facilities in a state of good repair, and provide easier access for code compliance of waste streams.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.1 Improve the financial health of the organization.

Capital Metropolitan Transportation Authority
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Project Name 2910 Security Office Carpet and Cubicle

Project Type Facilities

Project Description

This project will improve the function and appearance of the security office at 2910.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	5,000	5,000	-	-	-	10,000
Total	-	-	5,000	5,000	-	-	-	10,000
Funding Sources								
Local	-	-	5,000	5,000	-	-	-	10,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	5,000	5,000	-	-	-	10,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will improve the function and appearance of the security office at 2910 East 5th Street.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.1 Improve the financial health of the organization.

Capital Metropolitan Transportation Authority
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Project Name 509 Thompson Lane HVAC Chiller

Project Type Facilities

Project Description

This project will remove & replace HVAC chiller at Thompson Lane facility. Existing chiller is beyond its expected useful life.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	100,000	100,000	-	-	-	200,000
Total	-	-	100,000	100,000	-	-	-	200,000
Funding Sources								
Local	-	-	100,000	100,000	-	-	-	200,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	100,000	100,000	-	-	-	200,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will maintain facilities in a state of good repair.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.1 Improve the financial health of the organization.



Project Name 509 Thompson Lane Lighting

Project Type Facilities

Project Description

This project will replace existing metal halide lighting with high-efficient LED lighting to reduce energy consumption, to improve quality of lighting, and to reduce waste streams.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	25,000	25,000	-	-	-	50,000
Total	-	-	25,000	25,000	-	-	-	50,000
Funding Sources								
Local	-	-	25,000	25,000	-	-	-	50,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	25,000	25,000	-	-	-	50,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will maintain facilities in a state of good repair.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.1 Improve the financial health of the organization. 4.2 Enhance organizational development. 4.4 Implement sustainability and environmental stewardship best practices.

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Project Name 509 Thompson Lane R&R Gas Fired Heaters-Service Island

Project Type Facilities

Project Description

This project will replace 2 gas fired heaters that cannot be used in a flammable area at the service island fueling lanes.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	7,500	7,500	-	-	-	15,000
Total	-	-	7,500	7,500	-	-	-	15,000
Funding Sources								
Local	-	-	7,500	7,500	-	-	-	15,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	7,500	7,500	-	-	-	15,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will allow use of heaters that can be used in a flammable area and not use open flame to provide heating during winter months for service island attendants.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.1 Improve the financial health of the organization. 4.2 Enhance organizational development. 4.4 Implement sustainability and environmental stewardship best practices.

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Project Name 509 Thompson Lane R&R Vehicle Washer Lane 1

Project Type Facilities

Project Description

This project will replace the vehicle washer that has reached its useful life and is no longer supported by the vendor.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	125,000	125,000	-	-	-	250,000
Total	-	-	125,000	125,000	-	-	-	250,000
Funding Sources								
Local	-	-	125,000	125,000	-	-	-	250,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	125,000	125,000	-	-	-	250,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will restore the state of good repair and reduce maintenance.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.1 Improve the financial health of the organization. 4.2 Enhance organizational development. 4.4 Implement sustainability and environmental stewardship best practices.

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Project Name 509 Thompson Lane R&R Vehicle Washer Lane 2

Project Type Facilities

Project Description

This project will replace the vehicle washer that has reached its useful life and is no longer supported by the vendor.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	125,000	125,000	-	-	-	250,000
Total	-	-	125,000	125,000	-	-	-	250,000
Funding Sources								
Local	-	-	125,000	125,000	-	-	-	250,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	125,000	125,000	-	-	-	250,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will restore the state of good repair and reduce maintenance.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.1 Improve the financial health of the organization. 4.2 Enhance organizational development. 4.4 Implement sustainability and environmental stewardship best practices.

Capital Metropolitan Transportation Authority
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Project Name 509 Thompson Lane Various Projects

Project Type Facilities

Project Description

This project will upgrade equipment and provide several smaller site improvements.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	10,125	10,125	-	-	-	20,250
Total	-	-	10,125	10,125	-	-	-	20,250
Funding Sources								
Local	-	-	10,125	10,125	-	-	-	20,250
Grants	-	-	-	-	-	-	-	-
Total	-	-	10,125	10,125	-	-	-	20,250

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will allow continued state of good repair and reduce maintenance.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.1 Improve the financial health of the organization. 4.2 Enhance organizational development. 4.4 Implement sustainability and environmental stewardship best practices.

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Project Name 624 Pleasant Valley Roof Repair

Project Type Facilities

Project Description

This project will replace the failing roof that has been repaired 3 times in the past 2 years.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	27,500	27,500	-	-	-	55,000
Total	-	-	27,500	27,500	-	-	-	55,000
Funding Sources								
Local	-	-	27,500	27,500	-	-	-	55,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	27,500	27,500	-	-	-	55,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will provide a 15 year warranty, reduce maintenance costs and maintain a state of good repair.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.1 Improve the financial health of the organization. 4.2 Enhance organizational development. 4.4 Implement sustainability and environmental stewardship best practices.

Capital Metropolitan Transportation Authority
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Project Name Bus Stop Improvements - Rebranding Effort Upgrades

Project Type Facilities

Project Description

This project includes aesthetic and functional improvements to bus stops.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	50,000	50,000	-	-	-	100,000
Total	-	-	50,000	50,000	-	-	-	100,000
Funding Sources								
Local	-	-	50,000	50,000	-	-	-	100,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	50,000	50,000	-	-	-	100,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will improve the appearance and function of bus stops.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.3: Ensure an attractive an accessible transit environment.

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Project Name Convert Payroll Office into Conference Room / Convert Conference Room to Office

Project Type Facilities

Project Description

This project will convert the payroll room into a conference room.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	7,500	7,500	-	-	-	15,000
Total	-	-	7,500	7,500	-	-	-	15,000
Funding Sources								
Local	-	-	7,500	7,500	-	-	-	15,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	7,500	7,500	-	-	-	15,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will improve the amount and quality of meeting space available on the 3rd floor of 2910.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.2 Enhance organizational development.

Capital Metropolitan Transportation Authority
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Project Name Disadvantaged Business Enterprise Office Creation

Project Type Facilities

Project Description

This project will consolidate the diversity team into one office space.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	20,000	20,000	-	-	-	40,000
Total	-	-	20,000	20,000	-	-	-	40,000
Funding Sources								
Local	-	-	20,000	20,000	-	-	-	40,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	20,000	20,000	-	-	-	40,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will improve the function and efficiency of the diversity team.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.2 Enhance organizational development.

Capital Metropolitan Transportation Authority
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Project Name Howard Lane Parking Spaces

Project Type Facilities

Project Description

This project will increase the amount of parking available at the Transit Center.

Spending Categories	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Other:	-	-	100,000	100,000	-	-	-	200,000
Total	-	-	100,000	100,000	-	-	-	200,000
Funding Sources								
Local	-	-	100,000	100,000	-	-	-	200,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	100,000	100,000	-	-	-	200,000

Estimated Operating Cost Impact

This project is expected to result in an estimated operating impact of \$5,000.

Project Benefits

This project will provide additional parking for customers to help achieve higher ridership.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.1 Improve the financial health of the organization. 4.2 Enhance organizational development. 4.4 Implement sustainability and environmental stewardship best practices.

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Project Name Lakeline Additional Parking

Project Type Facilities

Project Description

This project will increase the amount of parking available at the Transit Center.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	650,000	650,000	-	-	-	1,300,000
Total	-	-	650,000	650,000	-	-	-	1,300,000
Funding Sources								
Local	-	-	650,000	650,000	-	-	-	1,300,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	650,000	650,000	-	-	-	1,300,000

Estimated Operating Cost Impact

This project is expected to result in an estimated operating impact of \$10,000.

Project Benefits

This project will provide additional parking for customers to help achieve higher ridership.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.3. Ensure an attractive an accessible transit environment.

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Project Name North Operations Reconstruct Extraction Fans Fleet Maintenance

Project Type Facilities

Project Description

This project will provide the engineering and design to relocate existing fleet exhaust fans to outside of the building and will provide access for maintenance .

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	87,500	87,500	-	-	-	175,000
Total	-	-	87,500	87,500	-	-	-	175,000
Funding Sources								
Local	-	-	87,500	87,500	-	-	-	175,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	87,500	87,500	-	-	-	175,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will allow fans to be maintained in a state of good repair and provide safe access along with reducing noise levels for mechanics.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.1 Improve the financial health of the organization. 4.2 Enhance organizational development. 4.4 Implement sustainability and environmental stewardship best practices.



Project Name North Operations Exhaust Fan Relocation

Project Type Facilities

Project Description

This project will relocate existing exhaust fans.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	37,500	37,500	-	-	-	75,000
Total	-	-	37,500	37,500	-	-	-	75,000
Funding Sources								
Local	-	-	37,500	37,500	-	-	-	75,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	37,500	37,500	-	-	-	75,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will allow fans to be maintained in a state of good repair and provide safe access along with reducing noise levels for mechanics.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.1 Improve the financial health of the organization. 4.2 Enhance organizational development. 4.4 Implement sustainability and environmental stewardship best practices.

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Project Name Rail Maintenance Facility Floor Deflection Solution

Project Type Facilities

Project Description

This project will repair the floor deflection issue that currently exists in the Rail Maintenance Facility.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	137,500	137,500	-	-	-	275,000
Total	-	-	137,500	137,500	-	-	-	275,000
Funding Sources								
Local	-	-	137,500	137,500	-	-	-	275,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	137,500	137,500	-	-	-	275,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will restore the Rail Maintenance Facility to its full functionality in lifting rail cars for maintenance.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.1. Promote a culture of safety.

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Project Name Risk Management Office Remodel

Project Type Facilities

Project Description

This project will consolidate the risk management team into one office space.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	8,000	8,000	-	-	-	16,000
Total	-	-	8,000	8,000	-	-	-	16,000
Funding Sources								
Local	-	-	8,000	8,000	-	-	-	16,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	8,000	8,000	-	-	-	16,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will improve the function and efficiency of the risk management team.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.2 Enhance organizational development.

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Project Name East Subdivision Quiet Zone

Project Type Freight

Project Description

This project will upgrade the grade crossings from Peasant Valley to FM969 on the East Subdivision with constant warning, quad gates and/or medians or channelizers so that these crossings meet the regulatory requirements for establishing a quiet zone.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	1,350,000	1,350,000	-	-	-	2,700,000
Total	-	-	1,350,000	1,350,000	-	-	-	2,700,000
Funding Sources								
Local	-	-	1,350,000	1,350,000	-	-	-	2,700,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	1,350,000	1,350,000	-	-	-	2,700,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

Trains will no longer be required to sound their horns at these crossings except in cases where the train engineer decides that it is necessary to do so, thereby contributing to the quality of life for neighbors living or working near the grade crossing.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.1. Promote a culture of safety. 1.4 Deliver a customer-friendly experience through our people and systems.

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Project Name TxDOT Crossing Rehabilitation - Freight

Project Type Freight

Project Description

Upgrade crossing signals and/or crossing surfaces at locations determined and funded by TxDOT.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	125,000	125,000	-	-	-	250,000
Total	-	-	125,000	125,000	-	-	-	250,000
Funding Sources								
Local	-	-	125,000	125,000	-	-	-	250,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	125,000	125,000	-	-	-	250,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

TxDOT selected crossing signals and or crossing surfaces will be upgraded with TxDOT funds.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.1. Promote a culture of safety.

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Project Name Fare Collection System Rollout to Fleet

Project Type IT

Project Description

This project will roll out new fare collection equipment across the fleet of revenue vehicles for all services to allow for collection of fares across all media types. Upgrades backend for enhanced reporting and system health monitoring of fare collection infrastructure and equipment.

Spending Categories	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Other:	-	-	750,000	3,000,000	2,250,000	-	-	6,000,000
Total	-	-	750,000	3,000,000	2,250,000	-	-	6,000,000
Funding Sources								
Local	-	-	750,000	3,000,000	2,250,000	-	-	6,000,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	750,000	3,000,000	2,250,000	-	-	6,000,000

Estimated Operating Cost Impact

Annual cost is estimated to be 20% of total project budget [\$6,000,000] or \$1.2 million per year with maintenance starting in FY2018.

Project Benefits

Changes to onboard equipment will increase usability for customers. Changes to the fare collection equipment and reporting will provide a better system for business partners. Provides expanded reporting to allow for quicker retrieval and consolidation of fare usage for invoicing business partners.

Strategic Goal and Objective

This project supports the following strategic goals and objectives: 1 Deliver the best possible customer experience: 1.3 Ensure an attractive and accessible environment. 1.4 Deliver a customer-friendly experience through our people and systems. 3 Demonstrate the value of public transportation in a dynamic community: 3.1 Develop new ridership markets. 3.2 Develop and deliver key agency messages. 3.3 Strengthen community relationships. 3.4 Actively engage the communities we serve (riders, citizens, and employees, etc.). 4 Continue to improve organizational practices and develop staff: 4.3 Strengthen agency-business partnerships.



Project Name Mobile Applications

Project Type IT

Project Description

This project will implement enhancements to current Capital Metro App that will add new features and functions, such as imbedded trip planning, based on customer feedback and industry trends in mobile apps.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	150,000	150,000	-	-	-	300,000
Total	-	-	150,000	150,000	-	-	-	300,000
Funding Sources								
Local	-	-	150,000	150,000	-	-	-	300,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	150,000	150,000	-	-	-	300,000

Estimated Operating Cost Impact

Annual cost is estimated to be 20% of total project budget [\$300,000] or \$60,000 per year with maintenance starting in FY2016.

Project Benefits

Changes to the mobile app, including the addition of new features, will improve usability, promote customer adoption, and help achieve higher ridership. Added features will enhance customer notifications and implement a more meaningful loyalty program based on travel patterns of customers using the app.

Strategic Goal and Objective

This project supports the following strategic goals and objectives: 1 Deliver the best possible customer experience: 1.3 Ensure an attractive and accessible environment. 1.4 Deliver a customer-friendly experience through our people and systems. 3 Demonstrate the value of public transportation in a dynamic community: 3.1 Develop new ridership markets. 3.2 Develop and deliver key agency messages. 3.3 Strengthen community relationships. 3.4 Actively engage the communities we serve (riders, citizens, and employees, etc.). 4 Continue to improve organizational practices and develop staff: 4.3 Strengthen agency-business partnerships.

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Project Name Network Upgrades

Project Type IT

Project Description

This project is for the ongoing addition, upgrade and replacement of network infrastructure components and could include switches, routers, network load balancers, network appliances, toolsets, other ancillary network equipment or any other hardware and software necessary to maintain the state of good repair.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	200,000	200,000	-	-	-	400,000
Total	-	-	200,000	200,000	-	-	-	400,000
Funding Sources								
Local	-	-	200,000	200,000	-	-	-	400,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	200,000	200,000	-	-	-	400,000

Estimated Operating Cost Impact

Current annual maintenance cost is \$90,000. This cost will increase due to new technologies over the three year project. Projected annual maintenance cost increase is approximately 25% above current cost or \$112,500 per year by the project end.

Project Benefits

Maintain IT network infrastructure to prevent dependency on obsolete and unreliable equipment. Improve the overall IT network solution for Capital Metro.

Strategic Goal and Objective

This project supports the following strategic goals and objectives: 1 Deliver the best possible customer experience. 1.2 Improve system reliability and convenience. 2 Demonstrate regional leadership. 2.2 Pursue service expansion opportunities. 2.3 Encourage/promote transit-oriented development.

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Project Name Other Legacy System Replacements

Project Type IT

Project Description

This project will upgrade or replace existing applications that have been developed with older and outdated technology, such as an outdated version of Oracle Application Systems technology and old version of ASP technology.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	50,000	50,000	-	-	-	100,000
Total	-	-	50,000	50,000	-	-	-	100,000
Funding Sources								
Local	-	-	50,000	50,000	-	-	-	100,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	50,000	50,000	-	-	-	100,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will allow Capital Metro to ensure continued availability of the functionality provided by these systems built on older or outdated technology.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.2 improve system reliability and convenience. 1.4 Deliver a customer-friendly experience through our people and systems.



Project Name Commuter Operation Risk Reduction

Project Type Rail

Project Description

This project upgrades Capital Metro's freight track containing 90 lb. rail located parallel to and underneath the commuter train's Union Pacific flyover bridge structure. This will minimize the risk of a freight train derailling and hitting the flyover support columns. In addition to upgrading the track, this project will also install guard rail on the parallel freight track, which will provide lateral resistance to derailling freight cars increasing their tendency to remain upright during a derailment event. This project will also upgrade the freight track approximately one mile in approach to the Union Pacific interchange track and diamond.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	300,000	300,000	-	-	-	600,000
Total	-	-	300,000	300,000	-	-	-	600,000
Funding Sources								
Local	-	-	300,000	300,000	-	-	-	600,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	300,000	300,000	-	-	-	600,000

Estimated Operating Cost Impact

This project is expected to reduce likelihood of derailment. Most recent derailment cost was in excess of \$50,000.

Project Benefits

Upgrade the freight track located parallel to flyover structure. Installing "Inside Guide Rail" between MP 71.3 and MP 71.87 on Main Track #1 will mitigate freight equipment impacting and destroying the concrete columns holding up flyover bridge over Union Pacific's tracks. Replacing the 90 lb. rail with new 115 lb. or 136 lb rail with a tie and surface program between CP Abbott and CP Robinson will mitigate broken rail from possibly causing derailment.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.1 Promote a culture of safety. 1.2 Improve system reliability and convenience.



Project Name Central Subdivision Electric Locks

Project Type Rail

Project Description

This project will install electric switch locks on the hand throw switches located at MP 76.00 and MP 80.22 that currently do not have electric locks. Electric locks will prevent the hand throw switches from being thrown until the signals protecting the switch have been placed at stop and the electric lock timer runs. After the timer runs, the electric lock will unlock and allow the hand throw switch to be thrown. The electric locks and their associated timers will prevent head on and side swipe collisions caused by hand throw switches inadvertently thrown in front of an oncoming train.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	100,000	100,000	-	-	-	200,000
Total	-	-	100,000	100,000	-	-	-	200,000
Funding Sources								
Local	-	-	100,000	100,000	-	-	-	200,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	100,000	100,000	-	-	-	200,000

Estimated Operating Cost Impact

This project is expected to result in an estimated operating impact of \$500 annually.

Project Benefits

Eliminate the possibility of a head on or side swipe collision caused by an individual inadvertently throwing a switch in front of a train.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.1 Promote a culture of safety. 1.2 Improve system reliability and convenience.

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Project Name Central Subdivision Quiet Zone

Project Type Rail

Project Description

This project will upgrade the at grade crossings from US 183 to Kramer with constant warning, quad gates and/or medians or channelizers so that these crossings meet the regulatory requirements for establishing a quiet zone.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	512,500	512,500	-	-	-	1,025,000
Total	-	-	512,500	512,500	-	-	-	1,025,000
Funding Sources								
Local	-	-	512,500	512,500	-	-	-	1,025,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	512,500	512,500	-	-	-	1,025,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

Trains will no longer be required to sound their horns at these crossing except in cases where the train engineer decides that it is necessary to do so, thereby contributing to the

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.3 Ensure an attractive and accessible transit environment. 1.4. Deliver a customer-friendly experience through our people and systems.



Project Name Commuter Corridor Obsolete Communication Equipment Replacement Program

Project Type Rail

Project Description

This project will replace obsolete communication software and the overlay components that are used to integrate different software packages that are no longer supported. At some locations, 2G and 3G cellular networks are still utilized for communication. This will no longer be supported by the end of 2014 and there will be an immediate need to upgrade to a 4G network.

Spending Categories	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Other:	-	-	75,000	75,000	-	-	-	150,000
Total	-	-	75,000	75,000	-	-	-	150,000
Funding Sources								
Local	-	-	75,000	75,000	-	-	-	150,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	75,000	75,000	-	-	-	150,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will replace all 2G cellular communication equipment to the most current technology that provides the best coverage and signal strength for the location.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.1 Promote a culture of safety. 1.2 Improve system reliability and convenience.



Project Name Crossing State of Good Repair

Project Type Rail

Project Description

This project will ensure all highway-rail grade crossing systems remain operational and that any software updates to those systems are performed as the manufacturer recommends. As older hardware and software technology is being phased out, it is important to be proactive to ensure all highway-rail grade crossing systems are efficiently and safely performing.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	50,000	50,000	-	-	-	100,000
Total	-	-	50,000	50,000	-	-	-	100,000
Funding Sources								
Local	-	-	50,000	50,000	-	-	-	100,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	50,000	50,000	-	-	-	100,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will apply the various manufacturer recommendations across the alignment / system at all highway-rail grade crossings mitigating the risk of operational downtime.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.1 Promote a culture of safety. 1.2 Improve system reliability and convenience.

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Project Name Diesel Multiple Units (DMU) Overhaul

Project Type Rail

Project Description

This project will address the manufacturer's maintenance program recommendations. Stadler recommends a six-year overhaul frequency for the power train system.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	225,000	225,000	-	-	-	450,000
Total	-	-	225,000	225,000	-	-	-	450,000
Funding Sources								
Local	-	-	225,000	225,000	-	-	-	450,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	225,000	225,000	-	-	-	450,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will maintain vehicles in a state of good repair.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.1 Promote a culture of safety. 1.2 Improve system reliability and convenience.



Project Name DMU specifications for four new units

Project Type Rail

Project Description

This project will develop the technical specifications for purchasing four additional commuter rail DMUs.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	200,000	-	-	-	-	200,000
Total	-	-	200,000	-	-	-	-	200,000
Funding Sources								
Local	-	-	-	-	-	-	-	-
TxDOT Grant	-	-	200,000	-	-	-	-	200,000
Total	-	-	200,000	-	-	-	-	200,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will result in the addition of four DMUs to the MetroRail fleet, which will allow for 15 to 17 minute headways between the Downtown and Lakeline stations.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.3 Ensure an attractive and accessible transit environment. 1.4. Deliver a customer-friendly experience through our people and systems.



Project Name Engineering for existing Diesel Multiple Units (DMU) modifications

Project Type Rail

Project Description

This project will modify the software that controls the current DMU fleet's propulsion system.

Spending Categories	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Other:	-	-	425,000	-	-	-	-	425,000
Total	-	-	425,000	-	-	-	-	425,000
Funding Sources								
Local	-	-	425,000	-	-	-	-	425,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	425,000	-	-	-	-	425,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will improve safety by allowing the engineer to override a propulsion system shutdown in the event of an emergency. The current DMUs are configured to completely shut down the propulsion system in the event of a fire. This modification would allow the engineer to override a complete system shutdown, and move the DMU.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.1 Promote a culture of safety. 1.2 Improve system reliability and

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Project Name Nearside Crossing Gate Downtime Reduction Project

Project Type Rail

Project Description

This project will reduce the gate downtime at the nearside grade crossings caused by commuter train servicing the nearside station stops located at Lamar, Kramer, Braker, MLK, Lakeline and Leander.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	125,000	125,000	-	-	-	250,000
Total	-	-	125,000	125,000	-	-	-	250,000
Funding Sources								
Local	-	-	125,000	125,000	-	-	-	250,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	125,000	125,000	-	-	-	250,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

Reduction in crossing gate downtime and increased vehicular throughput resulting from activating the crossing warning system when the train is ready to depart the nearside station.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.1 Promote a culture of safety. 1.2 Improve system reliability and convenience.

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Project Name Private Crossing Signalization on Commuter Rail Corridor

Project Type Rail

Project Description

This project will signalize each private crossing located on the Commuter Corridor over a four-year period.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	200,000	200,000	-	-	-	400,000
Total	-	-	200,000	200,000	-	-	-	400,000
Funding Sources								
Local	-	-	200,000	200,000	-	-	-	400,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	200,000	200,000	-	-	-	400,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will improve safety by signalizing the crossings with flashing lights and two gates for each private crossing on the commuter corridor will provide the motor vehicle users of the crossing with an active audible and visual warning of an approaching train.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.1 Promote a culture of safety. 1.2 Improve system reliability and convenience.

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Project Name Public Crossing Surface Renewal Program - Commuter Rail

Project Type Rail

Project Description

This project will annually rehabilitate one at-grade public railroad crossing that has deteriorated and adversely affects automotive or railroad traffic.

Spending Categories	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Other:	-	-	70,000	70,000	-	-	-	140,000
Total	-	-	70,000	70,000	-	-	-	140,000
Funding Sources								
Local	-	-	70,000	70,000	-	-	-	140,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	70,000	70,000	-	-	-	140,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will assure a state of good repair for the public at grade crossing surfaces on the commuter corridor.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.1 Promote a culture of safety. 1.2 Improve system reliability and convenience.



Project Name Rail Drainage Improvements

Project Type Rail

Project Description

This project will address a drainage issue that has arisen between mileposts 50.6 and 50.75. The drainage channel west of the track in the Capital Metro ROW has eroded due to excess storm water flowing through weakened embankment material. Mud and silt from the ROW has washed into the adjacent property. The property is a mobile home park at 5701 Johnny Morris Road. Further degradation could potentially undermine the track structure.

Spending Categories	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Other:	-	-	25,000	25,000	-	-	-	50,000
Total	-	-	25,000	25,000	-	-	-	50,000
Funding Sources								
Local	-	-	25,000	25,000	-	-	-	50,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	25,000	25,000	-	-	-	50,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will repair existing damage. The improvement of the drainage system at Mileposts 50.6 to 50.75 will prevent future washouts, limit the chance of damage to the track structure and protect the adjacent property.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.1 Promote a culture of safety. 1.2 Improve system reliability and convenience.

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Project Name Rail Replacement Program-Commuter Corridor - 113 LB

Project Type Rail

Project Description

This project will replace old, worn and brittle "head-free" 113 lb. rail that is no longer in production with state of the art 115 lb. rail.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	2,500,000	8,900,000	3,400,000	7,800,000	-	22,600,000
Total	-	-	2,500,000	8,900,000	3,400,000	7,800,000	-	22,600,000
Funding Sources								
Local	-	-	2,500,000	8,900,000	3,400,000	7,800,000	-	22,600,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	2,500,000	8,900,000	3,400,000	7,800,000	-	22,600,000

Estimated Operating Cost Impact

This project is expected to result in the reduction of approximately 10 rail breaks annually at \$400 per break.

Project Benefits

This project will reduce the number of broken rails that are recorded annually, and reduce the need to slow order large sections of the railroad due to rail conditions.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.1 Promote a culture of safety. 1.2 Improve system reliability and convenience.



Project Name Surge Suppression for Signal and Communication Network

Project Type Rail

Project Description

This project is designed to protect Capital MetroRail's communication system infrastructure (field equipment, station communication enclosures, control points, intermediates and crossings) from electrical surges caused by lightning strikes.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	125,000	125,000	-	-	-	250,000
Total	-	-	125,000	125,000	-	-	-	250,000
Funding Sources								
Local	-	-	125,000	125,000	-	-	-	250,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	125,000	125,000	-	-	-	250,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will apply mitigation techniques at Howard Station, CP Abbott, CP Robinson, CP East/West Parmer, Lakeline Station, and intermediate signals 70.9, 72.4, and 74.7.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.1 Promote a culture of safety. 1.2 Improve system reliability and convenience.

Capital Metropolitan Transportation Authority
 Approved FY2015-FY2019 Capital Improvement Plan



Project Name Timber and Surface Program - Commuter Rail

Project Type Rail

Project Description

This project establishes a tie (timber) and surface program on the Commuter Corridor to implement a programed approach to replacing ties and ballast.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	1,000,000	3,023,950	2,084,669	2,147,209	2,211,625	10,467,453
Total	-	-	1,000,000	3,023,950	2,084,669	2,147,209	2,211,625	10,467,453
Funding Sources								
Local	-	-	1,000,000	3,023,950	2,084,669	2,147,209	2,211,625	10,467,453
Grants	-	-	-	-	-	-	-	-
Total	-	-	1,000,000	3,023,950	2,084,669	2,147,209	2,211,625	10,467,453

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will assure a state of good repair for the track structure on the commuter corridor.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.1 Promote a culture of safety. 1.2 Improve system reliability and convenience.



Project Name West/East Haul Road Crossing Surface Rehabilitation

Project Type Rail

Project Description

This project will rehabilitate the subsurface and surface of these crossings and will provide a smooth path for trucks that cross the railroad at these locations. The improved surface will reduce the volume of solid and liquid material being thrown from trucks onto the track .

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	125,000	125,000	-	-	-	250,000
Total	-	-	125,000	125,000	-	-	-	250,000
Funding Sources								
Local	-	-	125,000	125,000	-	-	-	250,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	125,000	125,000	-	-	-	250,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will reduce the potential hazard of rocks landing on the track where they can be struck by a train. Improve shunting by keeping lime slurry out of the crossing surface, and off the top of the rail.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.1 Promote a culture of safety. 1.2 Improve system reliability and convenience.



Project Name Capital Project Contingency

Project Type Contingency

Project Description

This is a capital project reserve for contingencies.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	248,810	-	-	-	-	248,810
Total	-	-	248,810	-	-	-	-	248,810
Funding Sources								
Local	-	-	248,810	-	-	-	-	248,810
Grants	-	-	-	-	-	-	-	-
	-	-	248,810	-	-	-	-	248,810

Estimated Operating Cost Impact

This is a proposed capital project reserve for contingencies and there is no operating cost impact expected.

Project Benefits

This capital project reserve funds for project contingencies if needed.

Strategic Goal and Objective

This project supports strategic goal and objective 4. Continue to improve organizational practices and develop staff: 4.1 Improve the financial health of the organization.

Capital Metropolitan Transportation Authority
 Approved FY2015-FY2019 Capital Improvement Plan



Project Name State of Good Repair - Camera Replacement: Park & Ride Facility Cameras

Project Type Security

Project Description

This project will replace end of life cameras and infrastructure at Leander, Techridge, Pavilion South Congress transfer center, and other Capital Metro properties.

	Spending from project inception to FY2013	Forecast spending FY2014	FY2015 - FY2019 Capital Improvement Plan					Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
Spending Categories								
Other:	-	-	37,500	37,500	-	-	-	75,000
Total	-	-	37,500	37,500	-	-	-	75,000
Funding Sources								
Local	-	-	37,500	37,500	-	-	-	75,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	37,500	37,500	-	-	-	75,000

Estimated Operating Cost Impact

No new operating costs are expected as a result of completing this project.

Project Benefits

This project will maintain facilities in a state of good repair.

Strategic Goal and Objective

This project supports strategic goal and objective 1. Deliver the best possible customer experience: 1.1 Promote a culture of safety. 1.3 Ensure an attractive and accessible transit environment. 1.4 deliver a customer-friendly experience through our people and systems.

Capital Metro
Long-Range Financial Forecast
2015 – 2035



Update on Capital Metro's Long Range
Financial Planning Process

Joint Capital Metro and City of Austin Audit
and Finance Committee Meeting

July 1, 2014



BACKGROUND

- In 2013, Capital Metro began developing long-range financial projections
 - Forecast period of 2015 – 2035
 - Current operations and “state of good repair”
 - New capital investments to support expanded services
 - Feasibility of funding Central Corridor rail operations
- Preliminary results presented to Capital Metro's Board of Directors

**Capital Metro
Long-Range Financial Forecast
2015 – 2035**

WHAT'S IN THE FORECAST

- Cost of current operations in year of expenditure dollars
 - Additional service hours
 - Phased in over the forecast period
 - Continuation of weekend commuter rail service
 - No City subsidy reflected after interlocal agreement expires
 - Central Corridor rail operations beginning in 2022
 - Net of offsetting funding sources, such as fares and parking revenue
 - Cost of capital investments in year of expenditure dollars
 - State of good repair analysis and other capital improvements
-
- In process:
 - Refining fare revenue projections to more closely align with Board's policy of 20% fare recovery
-

FINANCIAL PLANNING OBJECTIVES

- Develop a comprehensive long range financial forecast that defines
 - Operating and maintenance needs, including urban rail
 - State of good repair capital needs
 - Operating, sales tax and grant revenue
 - Based on forecast, gauge Capital Metro's ability to fund
 - Current and expanded operating needs with current revenue
 - Capital needs with current revenue and acceptable level of debt financing
 - Ending reserve balance equal to at least to two months of operating expenses
 - Evaluating other reserves and contingencies (e.g. self insurance, capital projects reserve, rainy day fund)
 - Provide ongoing tool for Capital Metro to help avoid gaps between resources and needs
-

**Capital Metro
Long-Range Financial Forecast
2015 – 2035**

REVENUE AND OPERATING EXPENSES

- Sales Tax Revenue
- Fare Revenue
 - Recent fare increases approved by Board of Directors
 - Additional commuter rail service, including weekends
 - Periodic fare increases over forecast period at 3-year intervals
- Expenses
 - Reflects increased bus and commuter rail services
 - Funding Central Corridor rail operations
 - Service estimated to begin in 2022
 - Net of new fare revenue, 5307 federal grants, operational savings, parking revenue, ¼ cent program funds

BUS OPERATING ASSUMPTIONS

2015– 2021 includes 100,000 new service hours made up of:

- Core bus network
 - On Capital Metro’s best bus routes
 - Weekday 15 minute frequencies (all day) and 20 minutes Saturdays and Sundays
 - Select radial and crosstown routes would complement the high-frequency MetroRapid system.
 - One additional Rapid line
- Express/suburban community expansions
 - Express network to Southwest Austin and far South Austin.
 - Integrated Park & Ride facilities within TxDOT rights-of-way and/or future expansion projects
 - Smaller “feeder” type services along the periphery of Capital Metro’s service area where demand continues to grow

**Capital Metro
Long-Range Financial Forecast
2015 – 2035**

BUS OPERATING ASSUMPTIONS

2022– 2025 includes 84,000 new service hours:

- One additional Rapid line
- Express/suburban community expansions
 - Continued expansion of services
 - Extension of Route 5 to Sunset Valley and South Brodie Lane
 - Express expansion includes all-day service to Southwest and Northeast Austin, including Manor/Elgin

2026– 2035

- Linear growth projection of approximately 110,000 service hours

METRORAIL OPERATING ASSUMPTIONS

- Continuation of weekend service
 - No City subsidy reflected in forecast after interlocal agreement expires
- Four new rail cars to double capacity of current commuter rail system
 - Funded through a recently announced state grant

**Capital Metro
Long-Range Financial Forecast
2015 – 2035**

CENTRAL CORRIDOR RAIL OPERATIONS

Year of Expenditure Dollars (in Millions)	Operations & Maintenance	Operational Savings	Fares	Section 5307 Grants	Net Annual Impact
2013	\$15.3	\$2.8	\$2.8	\$0.5	\$9.5
2022	\$22.1	\$3.9	\$3.9	\$0.7	\$13.5**

- Service estimated to begin in 2022
- Assumes 10-minute headways
- Phasing of rail line would affect timing of costs

**Does not reflect potential City of Austin contributions to Central Corridor operating costs (redirection of ¼ cent program funds and a portion of parking revenue)

CAPITAL INVESTMENTS

- “State of Good Repair” is a concept designed to ensure adequate capital investment in existing transit assets and infrastructure...
 - ...BEFORE taking on additional obligations associated with new transit service or new transportation modes
- Capital Metro completed state of good repair analysis as part of long-range forecast

**Capital Metro
Long-Range Financial Forecast
2015 – 2035**

CAPITAL INVESTMENT HIGHLIGHTS

- Ongoing bus replacement program
- New buses to support expanded service
- Keeping technology up to date
- Bus stop rebranding and bike shelters
- Maintaining commuter rail infrastructure
 - Replacement of rails and ties
- Diesel multiple unit upgrades and positive train control

RECAP OF CAPITAL INVESTMENTS

**Total Costs 2015 - 2035
Millions in Year of Expenditure Dollars**

	State of Good Repair	New Capital Investments	Total
Security	5.6	-	5.6
Freight Rail	2.3	2.7	5.0
Paratransit	110.3	-	110.3
Bus Operations	509.2	101.7	610.9
Commuter Rail	197.6	28.0	225.6
IT Infrastructure/ Equipment	123.7	24.8	148.5
624 Pleasant Valley	8.7	-	8.7
2910 E 5th	17.6	-	17.6
Facilities	-	7.4	7.4
Bus Stop Amenities	24.8	12.3	37.1
Other	59.3	-	59.3
Total	1,059.1	176.9	1,236.0

**Capital Metro
Long-Range Financial Forecast
2015 – 2035**

SUMMARY FORECAST IN SNAPSHOTS

(\$ millions)	2015	2020	2025	2030	2035
Sales Tax and Operating Revenue	\$ 257	\$ 308	\$ 373	\$ 453	\$ 551
Less: Operating Expenses	\$ 236	\$ 262	\$ 315	\$ 382	\$ 455
Annual Surplus	\$ 21	\$ 46	\$ 58	\$ 71	\$ 96
Add: Capital Grants Funding	\$ 17	\$ 2	\$ 2	\$ 2	\$ 2
Less:					
Central Corridor Operating Expenses (net of fare revenue, grants, savings)	\$ 0	\$ 0	\$ 15	\$ 18	\$ 21
Remaining funds for: Capital Investments, including Associated Debt Service	\$ 38	\$ 48	\$ 45	\$ 55	\$ 77

Table above does not reflect potential City of Austin contributions to Capital Metro to Central Corridor operating costs

DEBT FINANCING CONSIDERATIONS

- Prudent use of debt financing must be considered to finance capital needs that cannot be wholly funded with cash
 - Will allow redirection of existing sales tax revenue for Central Corridor rail operations
- Capital Metro can use Contractual Obligations (KOs) to finance personal property (e.g. vehicles)
- 12-year term assumed based on useful life of assets financed
- Next steps include working with financial advisor and bond counsel to bring a debt financing program to Board of Directors for consideration

**Capital Metro
Long-Range Financial Forecast
2015 – 2035**

CREDIT RATING CRITERIA

- Debt would be secured by sales tax
- Rating expected to be in 'AA' category
- Indicating very strong capacity to meet financial commitments
- Guiding debt metrics
 - Gross sales tax revenue covering annual debt service at least 3-4 times
 - All revenue after payment of operating expenses covers debt service by at least 2.0 times
 - Already specified in current Capital Metro debt policy
 - Debt service as % of total operating expenses should not exceed 10%

PEER TRANSIT AGENCY DEBT STATISTICS

Agency	Location	Ratings (Moody's/ S&P/ Fitch)	Pledged Revenues	Debt Service	Gross Debt Service Coverage	Debt Service/ Operating Expenses
Sound Transit	Seattle	Aa1/AAA	\$677M	\$105M	6.4x	24%
METRO	Houston	Aa2/AA+	\$642M	\$51M	12.6x	10%
Valley Metro	Phoenix	AA+/AA	\$120M	\$13M	9.2x	4%
DART	Dallas	Aa2/AA+/AA	\$2,164M	\$1,012M	2.1x	30%

**Capital Metro
Long-Range Financial Forecast
2015 – 2035**

CAPITAL METRO DEBT FINANCING

	Maximum Annual Debt Service 2015-2035 (\$ in millions)	Average Annual Debt Service 2015-2035 (\$ in millions)	Maximum Outstanding Debt (\$ in millions)	Minimum and Maximum Net Debt Service Coverage	Debt Service as Minimum and Maximum % of Operating Expenses
Current Debt/ Debt Service	\$ 4.9	\$ 3.5	\$ 28 in 2015	5.7x in 2015	2.1% in 2015
Long-Range Forecast	\$ 17.7	\$ 12.8	\$ 117	2.3x min 6.1x max	2.1% min 5.5% max
Credit Rating and Policy Benchmarks				At least 2.0 times	Less than 10%

DEBT FINANCING SUMMARY SNAPSHOTS

- Critical that Capital Metro performance remain favorable compared to industry and credit rating benchmarks

(Estimates in millions of \$\$)	2015	2020	2025	2030	2035
Outstanding Debt	\$ 28.3	\$ 111.5	\$ 75.0	\$ 90.5	\$ 53.2
Annual Debt Service	\$ 4.6	\$ 14.2	\$ 14.0	\$ 15.8	\$ 12.1
Net Debt Service Coverage	5.7x	3.3x	3.0x	3.3x	6.1x
Annual Debt Service as % of Operating Expenses	2.1%	5.5%	4.2%	4.0%	2.6%

**Capital Metro
Long-Range Financial Forecast
2015 – 2035**

FORECAST OBSERVATIONS

- Funding Central Corridor rail operating costs appears feasible
 - Capital Metro as lead funding partner with City of Austin support
 - Support form Capital Metro's ¼ cent funds paid to City and a portion of ongoing City parking revenue
 - Continue working with City to determine specific funding levels
- Capital Metro must adhere to fare policy over time to assure fare increases keep pace with rising costs and approach 20% fare recovery
- Debt financing will be required in years where pay-as-you-go funding is not sufficient to meet capital needs
- Transit agencies with large scale, ongoing capital programs prudently use debt to finance long-lived capital assets