

Approved Budget Fiscal Year 2011

Of Capital Metropolitan Transportation Authority

Austin, Texas



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Approved Budget Fiscal Year 2011

October 1, 2010 – September 30, 2011



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Comments regarding any of the information contained in this document may be addressed to:
Executive Vice President, Finance and Administration
Capital Metropolitan Transportation Authority
2910 E. 5th Street
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 budget for fiscal year 2011 (Oct. 1, 2010 – Sept. 30, 2011). This carefully prepared budget balances the area's economic forecast, the transportation needs of the region and the priorities of the community. It is also a responsible budget that ensures the financial sustainability of Capital Metro.

The Capital Metro Board and staff have worked closely together for months to improve the agency's accountability, financial sustainability and transparency. A review by the Texas Sunset Advisory Commission revealed opportunities for Capital Metro to become more effective, and several items included in our budget correlate directly with the implementation of the Sunset Commission recommendations.

Some improvements with this year's budget include a five-year capital improvement plan and a policy to ensure our financial reserves are healthy and protected. Additionally, we're revamping portions of the Capital Metro website to help visitors easily view financial and audit information, including an online check register. We are the first transit authority in the state to achieve this level of financial transparency.

An enhanced public outreach process helped determine the community's priorities for transit service and those priorities are reflected in the budget. Our fiscal year 2011 budget maintains MetroBus, and increases MetroRail service, increases our financial reserves and improves bus stop accessibility. Capital Metro proposes to spend \$168.2 million on public transportation services and invest \$44.6 million in capital projects benefiting the region. This includes continued development of Capital MetroRapid bus service and implementation of ServicePlan2020, a roadmap for excellence for our entire bus system over the next ten years.

The approved budget also increases our long-term sustainability by lowering costs, boosting revenue through a fare increase, and implementing clear and consistent policies for paratransit service.

My staff and I look forward to serving the community in the year ahead. We are off to a good start with a customer satisfaction rating of 83 percent, but we'll be raising the bar even higher as we make improvements throughout the year. Thanks for riding Capital Metro.

Sincerely,

Linda S. Watson
President/CEO



Organization of the Budget Document

This document is the annual budget for Capital Metropolitan Transportation Authority (Capital Metro) proposed for the period October 1, 2010 – September 30, 2011. 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) 2011.

Major sections of the budget document

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

Introduction.....3
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..... 18
Grouped in this section are various policies that assist with guiding the decisions of Capital Metro.

Financial & Budget Summary..... 23
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 and expenses and capital budget.

Department Operating Budgets..... 38
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 chart of anticipated expenses.

Appendices.....109
This section includes a glossary, the FY 2010 Distinguished Budget Award, an index, an appendix detailing the FY 2011 – FY 2015 Capital Improvement Plan, and an appendix showing departmental budgets by account detail.



History

Capital Metropolitan Transportation Authority is a corporate body and political subdivision of the State of Texas, created in 1985 in accordance with Chapter 451 of the Texas Transportation Code. Capital Metro was established by a referendum on January 19, 1985 to provide mass transportation service to the greater Austin metropolitan area. Operations commenced on July 1, 1985. Voters in Austin and the surrounding area approved the creation of Capital Metro, to be funded in part by three-quarters of one percent sales tax (0.75%). This amount remained in effect until October 1, 1995 when it was increased to a one percent (1%) sales tax.

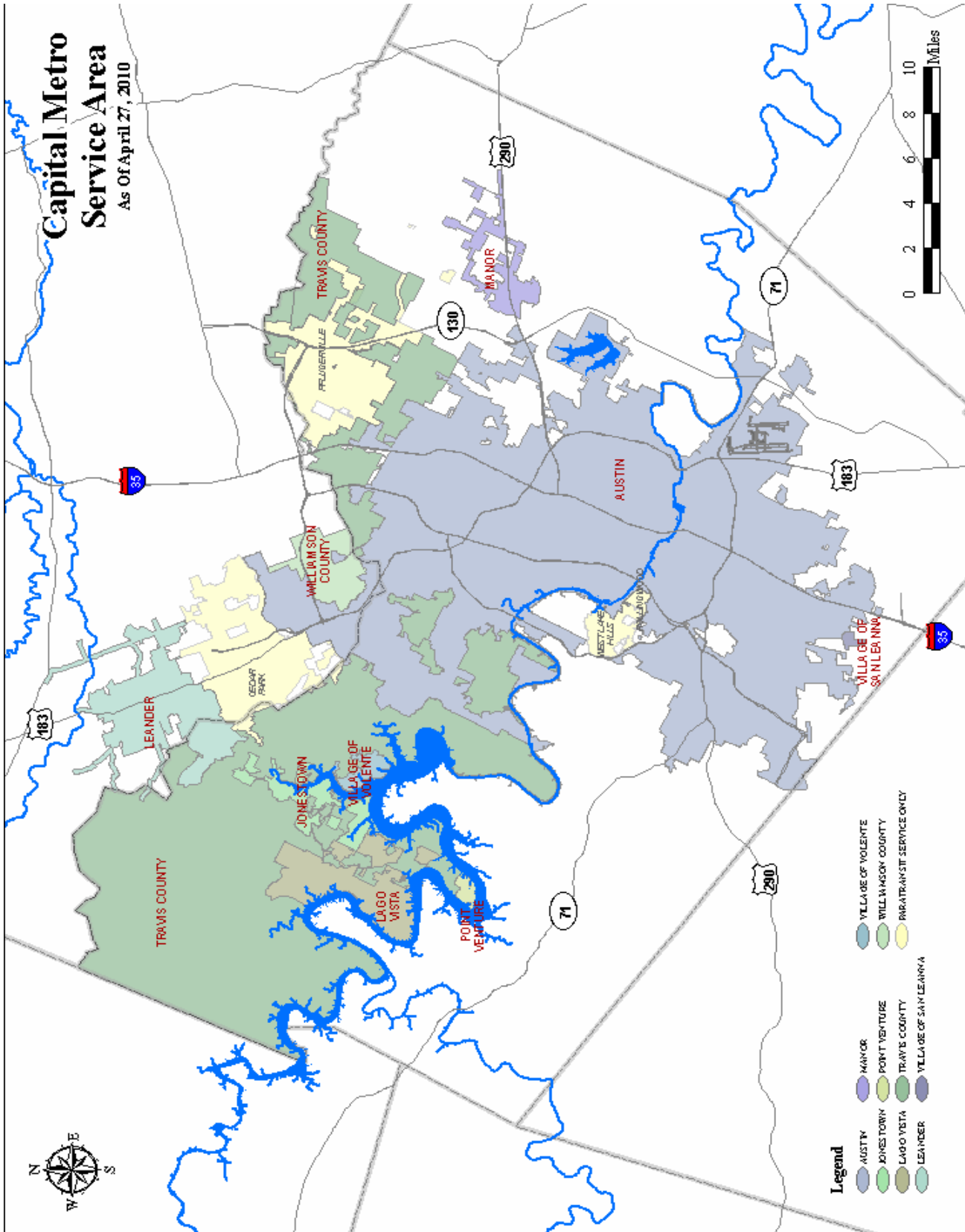
Service Area Member Cities and Communities

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 FY 2004, 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 over 560 square miles including nearly one million residents. The following map illustrates areas included in Capital Metro's service area.



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Capital Metropolitan Transportation Authority
Fiscal Year 2011 Budget





Community Information & Capital Metro Involvement

Austin, the state's capital and largest city in the Capital Metro service area, is the fourth largest city in Texas with a year 2000 population of 656,562, a 41% growth over the 1990 census. Austin is frequently recognized as a great place to live and work. Top employers in the area include state and local governments, colleges, public schools, semiconductor and computer manufacturers, and computer and software wholesalers. Strengths of the city include a highly capable workforce, innovation and entrepreneurship, clusters in knowledge industries, the presence of a world-class research university and several other institutions of higher learning, a rich creative musical and artistic community, strong community assets and a superior quality of life.

Capital Metro prioritizes strong community involvement. Capital Metro has developed a program that seeks input from all levels of the community through designated regional representatives, who serve as the direct connection between the community and Capital Metro. Capital Metro also relies upon two Board-appointed committees to provide recommendations and feedback on planning, operations and services from the regular passengers, the Customer Satisfaction Advisory Committee (CSAC) and the Access Advisory Committee (AAC).

Capital Metro, the City of Austin, and 10 suburban communities within the Capital Metro service area are participants in the Build Central Texas program. Initiated in 1994 as "Build Greater Austin" by Capital Metro, the program is dedicated to investing in infrastructure that supports transportation, such as funding street rehabilitation and reconstruction, transit corridor improvements, sidewalks, curb ramps and hike-and-bike trails. Capital Metro's FY 2011 contribution to the program is \$200,000.

Capital Metro has been a generous partner for many non-profit groups serving the Austin community. For example, for the last five years, Capital Metro has helped recognize National Domestic Violence Awareness Month with free ad space on its buses. Bilingual signs on buses boosted awareness of SafePlace, a local domestic violence and sexual assault survival center. In 1991, Capital Metro implemented a Discount Pass Program for social service agencies.

Capital Metro also partners with the Austin Police and Fire departments by sending buses to be used by emergency personnel as temporary shelters during floods, fires and other emergencies. Also, 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's Office of Emergency Management.

Benefits of Mass Transit

Central Texas continues to be one of the fastest growing regions in the United States. Data from the 2000 Census shows Central Texas as the thirty-eighth largest metropolitan area in the country, with a population of 1.16 million. By the year 2030, the Capital Area Metropolitan Planning Organization (CAMPO) estimates that the population will reach 2.75 million residents. Employment will also continue to grow with estimated jobs in excess of 1.1 million by 2025. A recent survey revealed that Austin area residents view mobility problems as the most significant negative consequence of the area's rapid growth. Over 70% of the respondents said that congestion and traffic are the most serious problems resulting from this rapid growth.



Information from the Texas Commission on Environmental Quality indicates that the largest source of pollution in the Austin area is on-road vehicles. Capital Metro's role in providing viable transportation alternatives to the single occupancy vehicle is fundamental to helping reduce congestion, air pollution and improve mobility. Capital Metro is working closely with CAMPO to support a regional transportation plan and programs that have a positive impact on the environment, air quality and area communities.

Less Air Pollution

Public transportation moves people efficiently while producing significantly less air pollution to move a single passenger one mile (passenger mile) compared to moving a person one mile in a single occupant automobile, which represents the typical commuting situation. The following depicts this comparison per passenger mile:

- Buses emit only 20% as much carbon monoxide as a single occupant automobile
- Buses emit only 10% as much hydrocarbon as a single occupant automobile
- Buses emit only 75% as much nitrogen oxide as a single occupant automobile

Capital Metro complies with Federal and State regulations for use of Ultra-Low Sulfur Diesel (ULSD). Ultra-Low Sulfur Diesel is a diesel fuel requirement regulated by the EPA that on-highway vehicles use a diesel fuel that contains no more than 15 parts per million of sulfur.

Traffic Congestion

One full 40-foot bus is equivalent to a line of 58 moving automobiles stretching:

- 6 city blocks - more than half a mile if traffic is moving at 25 mph
- 4.5 city blocks - just under half a mile if traffic is moving at 15 mph



Governance

Capital Metro is governed by an eight-member Board of Directors (Board) which has governance responsibilities over all activities related to Capital Metro. From August 1997 until September 2009, the Capital Metro Board of Directors had seven members; two Austin city council members, one Travis County commissioner, one mayoral representative from the suburban cities of Travis County, one mayoral representative from the suburban cities of Williamson County, two appointments from the Capital Area Metropolitan Planning Organization (CAMPO). The 2009 Texas Legislature changed the composition of the Capital Metro Board of Directors with appointments as follows:

- Expanded the board to 8 members with appointments as follows:
 - 3** members appointed by CAMPO, of whom
 - 1 must be an elected official
 - 1 must have at least 10 years of experience as a financial or accounting professional
 - 1 must have at least 10 years of experience in an executive-level position
 - 2** members appointed by the City of Austin, of whom
 - 1 must be an elected official
 - 1** member appointed by Travis County
 - 1** member appointed by Williamson County
 - 1** 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 (Austin comprises approx. 85% today)
- 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, 2013
John Langmore, Vice Chair	Capital Area Metropolitan Planning Organization	June 1, 2011
Beverly Silas, Secretary	Travis County	June 1, 2012
Frank Fernandez	Capital Area Metropolitan Planning Organization	June 1, 2012
Chris Riley	Austin City Council	June 1, 2013
Ann Stafford	Austin City Council	June 1, 2013
Norm Chafetz	Williamson County	June 1, 2011
Justine Blackmore-Hlista	Small Cities	June 1, 2012



Management

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

Executive Leadership Team	Name
President/Chief Executive Officer	Linda Watson
Executive Vice President, Chief Development Officer	Doug Allen
Executive Vice President, and Interim Chief Operating Officer	Elaine Timbes
Executive Vice President, Finance and Administration	Randall Hume
Interim Chief Counsel	Kerri Butcher
Interim Chief of Staff	Gerardo Castillo
Vice President, Engineering & Construction	John Almond, P.E.
Vice President, Internal Audit	Caroline Beyer, CPA, CISA
Vice President, Strategic Planning & Development	Todd Hemingson
Vice President, Business & Community Development	Dianne Mendoza, Ph.D.



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 and garage facilities. In 1986, the current Capital Metro headquarters was completed, which includes 140,000 square feet in garage facilities and also houses administrative staff in the main building.

Capital Metro Facilities

Capital Metro Headquarters
2910 East Fifth Street
Austin, Texas
Administration: 30,000 square feet, 1989
Maintenance: 140, 000 square feet, 1989

Customer Service Center
323 Congress Avenue
Austin, Texas
12171 square feet, 2003

Northeast Operations Facility
5316 Ed Bluestein Boulevard
Austin, Texas
14,700 square feet, 2000

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

Capital Metro Headquarters Annex / Child Care Facility
624 Pleasant Valley
Austin, Texas
50,000 square feet, 2006

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

Transportation and Transit Centers

7th & Pleasant Valley Neighborhood Transit Center
12th & Chicon Neighborhood Transit Center
Austin Community College/Riverside Transit Center
Highland Mall Neighborhood Transit Center
North Lamar Transit Center
Northcross Mall Transit Center
Rogge/Manor Neighborhood Transit Center
Rundberg/Lamar Neighborhood Transit Center
South Congress Transit Center
Woodward/Parker Neighborhood Transit Center



Park and Ride Facilities

Austin

Great Hills Baptist Church
Harris Branch
Howard Station
North Lamar Transit Center
Northwest – Lakeline
Oak Hill
Pavilion
South Congress Transit Center
Tech Ridge
The Triangle

Jonestown

Park Drive/Crestview

Lago Vista

Thunderbird Drive/Dawn Drive

Leander

Leander

Manor

Burnet/Townes
San Marcos/Burton

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
Saltillo Station
Downtown Station

Fleet Description

◆ Buses:	413
◆ Paratransit Vans:	66
◆ Paratransit Sedans:	51

MetroRail Red Line Service Map





Objectives in the Strategic Plan

The following are Capital Metro's strategic objectives, which are categorized under four perspectives:

Perspective: Customers & Community

- Increase Value to the Community
- Improve Customer Satisfaction & Loyalty

Perspective: Stewardship & Sustainability

- Improve Environmental Stewardship
- Improve Cost Effectiveness
- Increase Revenues

Perspective: Internal Processes

- Improve Communications
- Build & Sustain Effective Strategic Partnerships
- Improve & Integrate Business Practices & Accountability
- Improve Design & Allocation of Services

Perspective: People and Tools

- Improve Organization Alignment
- Improvement Tools, Technology & Vehicles
- Increase Employee Empowerment & Ownership
- Improve Knowledge, Skills & Abilities
- Improve Management & Coordination of Service Providers

Business Planning & Budget Process

Overview

Chapter 451 of the Texas Transportation Code mandates that Capital Metro's Board of Directors adopt an annual operating 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 1st.

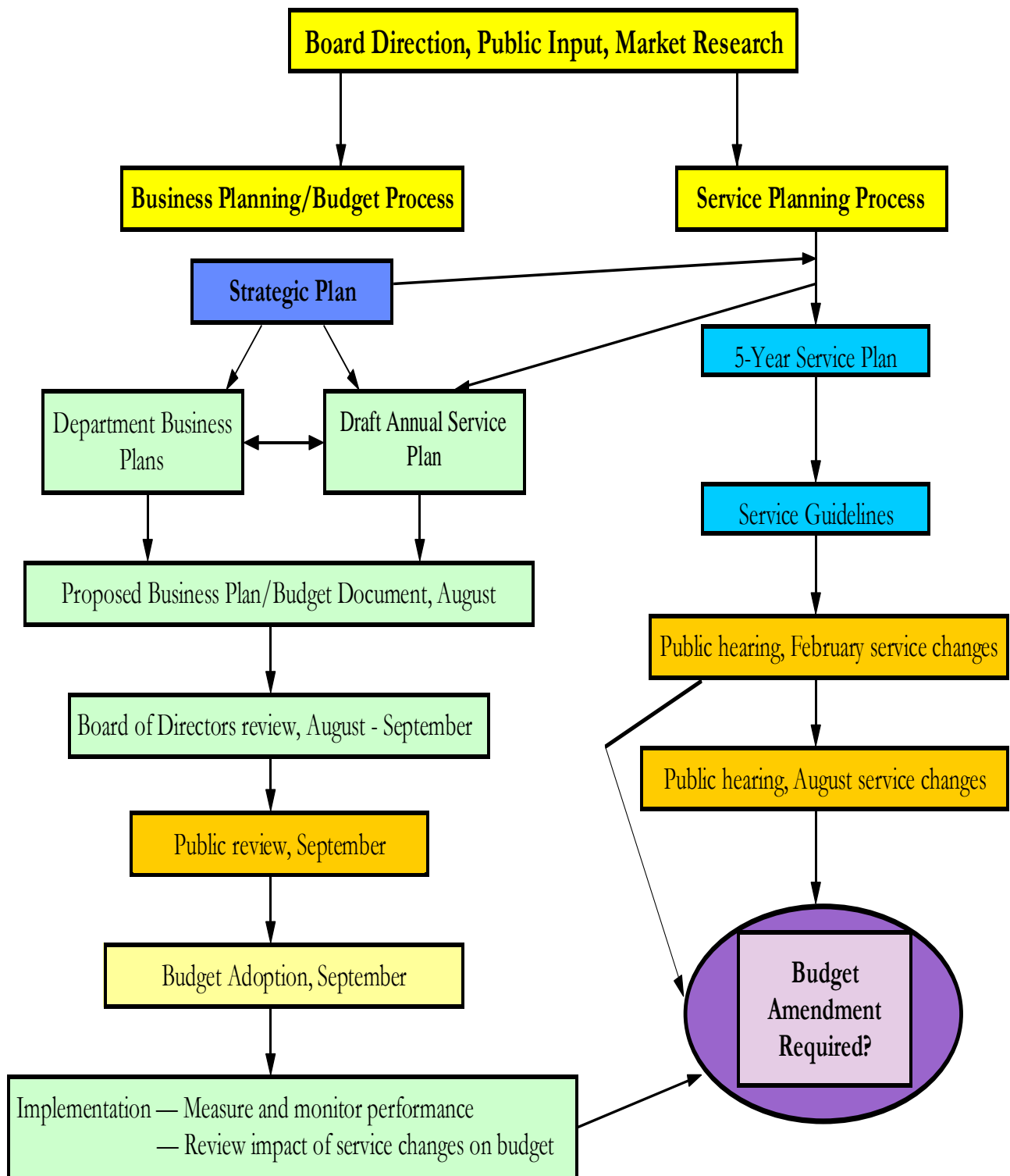
Capital Metro's governing legislation further provides that the Board of Directors shall hold a public hearing on the proposed operating budget prior to its adoption and shall, at least fourteen days before the date of the hearing, make the proposed budget available to the public. After adoption, the Board may subsequently amend the budget after public notice and hearing. The budget is amended if operating expenditures exceed the budgeted amount. The expenditure of reserve funds must have the advanced approval of the Board of Directors, but does not constitute a budget amendment in the opinion of Capital Metro's legal counsel.

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. For FY 2011, Capital Metro had the continuing challenge of the economic downturn and its effect on the organization. The goal for the FY 2011 budget was to preserve as much service as possible during this downturn and to build cash reserves.

Capital Metro's management team incorporated the Board of Director's strategic guidance during the development of objectives for FY 2011. The Board of Directors and the management team worked together to set priorities for FY 2011 with the aim of focusing current resources in areas identified as most critical to Capital Metro's customers and communities in its service area.

Annual service levels are developed with a focus on the strategic objectives and goals. Each department develops a business plan and 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.





Annual Calendar

Month

Board of Directors provides direction for the coming year.

January -
February

Management team develops objectives and strategies to achieve organizational goals.

April - May

Department managers develop business plans that support achievement of objectives.

May - June

Budget development begins.

May - June

Board of Directors reviews strategic and business planning results. Budget proposal is refined based on Board direction.

June

Board of Directors releases proposed budget for public review (14-day requirement).

Late August

Board of Directors holds public hearing on proposed budget.

Mid-
September

Board of Directors adopts 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 (a) that 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, every proposed expense must be justified to the Executive Vice President of Finance and Administration, the Executive Team and budget staff. Also, revenue projections are developed and projected based on service levels and estimates of subsidized funding. Expenses are then adjusted to balance to or to be less than projected revenues.

Budget Assumptions

Service Area

It is assumed that the service area will sustain minimal changes as it has since 2000.

Sales Tax Rate

The sales tax rate is anticipated to remain at 1% as it has since 1995.

Service levels

It is assumed that there will be a change in total bus service and rail hours and miles traveled. Further details are available on page 29.

Staffing Levels

The Full time Equivalent Chart on the following page shows the staffing levels by department. Positions are continually evaluated to derive the highest level of operating efficiency.



Capital Metro and StarTran Staffing Chart Full Time Equivalent Chart

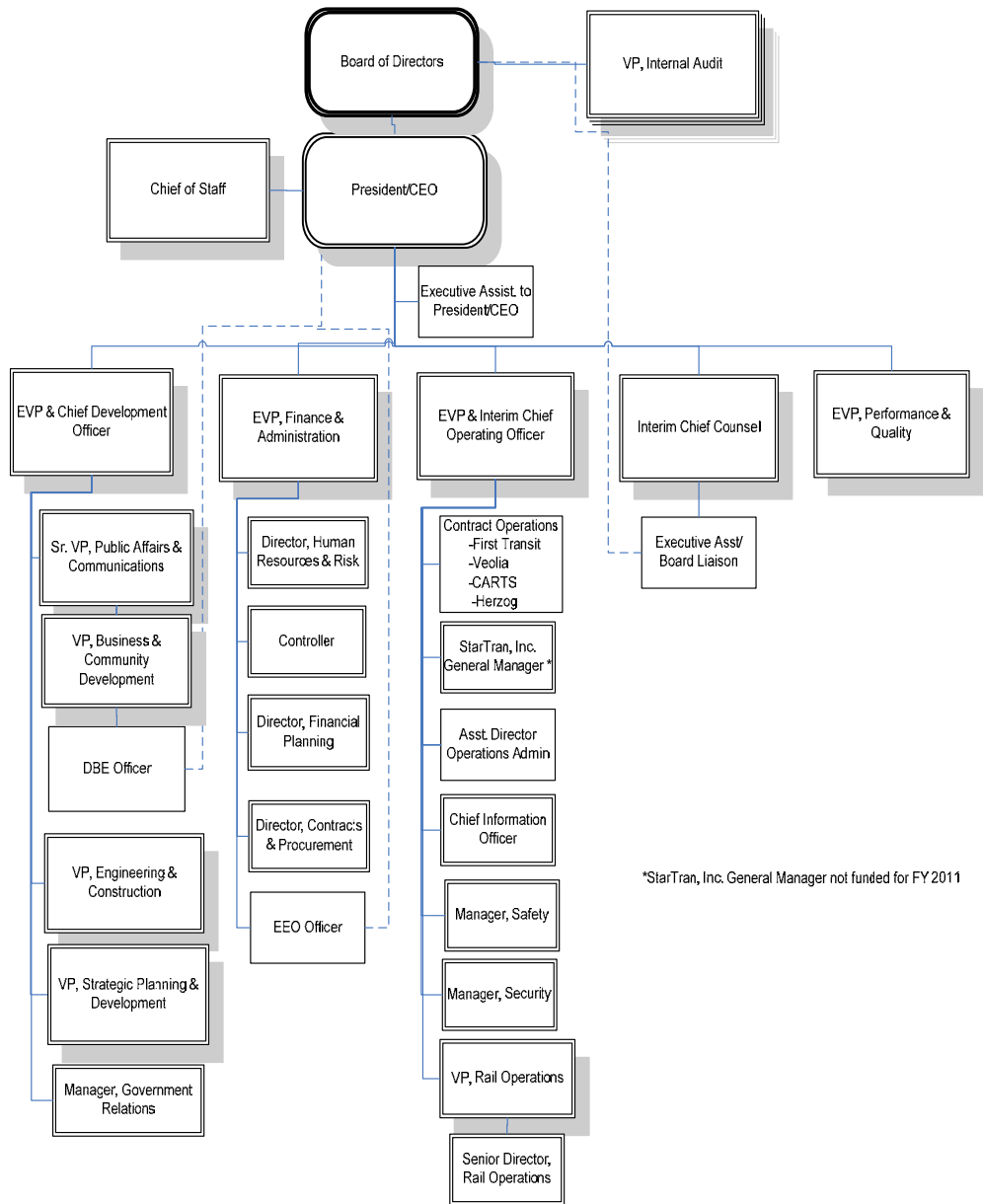
Dept #	Department	FY 2010 Budget	FY 2011 Adds/Cuts	FY 2011 Transfers	FY 2011 Total Budget
102	Wellness	0.0			0.0
103	Child Care Center	0.0			0.0
105	Business Center	0.0			0.0
110	President/CEO	5.0	1.0		6.0
115	Communications	3.0			3.0
125	Internal Audit	3.0			3.0
130	Operations	3.0	-1.0		2.0
135	Strategic Management	2.0	1.0		3.0
140	Safety	6.0	-1.0	-3.0	2.0
141	Security	16.0	1.0	6.0	23.0
150	Legal - w/Board Support	6.0	1.0		7.0
220	Finance	20.0	1.0		21.0
230	Information Technology (IT)	21.0	-1.0	-1.0	19.0
250	Procurement	13.0			13.0
270	Contracted Services	1.0			1.0
275	RideShare	2.0		1.0	3.0
320	Planning	20.0		0.5	20.5
330	Marketing	6.0	1.0		7.0
331	Business & Community Development	13.5	1.0	-0.5	14.0
332	Customer Service	22.0			22.0
340	Human Resources (HR)	13.0	1.0		14.0
420	Risk Management	5.0			5.0
457	Public Facilities	11.0			11.0
530	Engineering & Construction	6.0	1.0		7.0
542	Freight Rail	1.0			1.0
542	Railroad APD Officers	3.0		-3.0	0.0
544	Commuter Rail	3.0	1.0	1.0	5.0
540	Property Management	7.0	2.0		9.0
560	Transit Oriented Development	2.0			2.0
	Total Capital Metro FTE's	213.5	9.0	1.0	223.5
310	StarTran Administration ⁽¹⁾	3.0			3.0
430	MetroAccess	13.0	3.5	2.0	18.5
440	Operations Training	4.0			4.0
441	Fixed Route Services	35.0		-1.0	34.0
442	Running Repair	12.0			12.0
443	Service Island	3.0			3.0
451	Vehicle Maintenance - Administrative	15.0		-2.0	13.0
456	Stores	2.0			2.0
458	Building Maintenance	3.0			3.0
	Total StarTran, Inc. Non-Bargaining FTE's	90.0	3.5	-1.0	92.5
430	MetroAccess - Reservations (IUE)	23.5	2.5		26.0
430	MetroAccess Operators (ATU)	170.5	6.0		176.5
441	StarTran - Bus Operators ⁽²⁾⁽³⁾	448.0	-10.0		438.0
442	Running Repair Mechanics	120.0	-1.0		119.0
443	Service Island Attendants	38.0	1.0		39.0
456	Stores Clerks	10.0			10.0
458	Building Maintenance Technicians	18.0			18.0
	Total StarTran, Inc. Bargaining FTE's	828.0	-1.5	0.0	826.5
	Total StarTran Inc	918.0	2.0	-1.0	919.0
	Total Capital Metro	213.5	9.0	1.0	223.5
	Total FTE's	1131.5	11.0	0.0	1142.5

(1) StarTran General Manager position not funded in FY 2011

(2) Correction from FY2010 number to account for 4 positions in training

(3) Beginning in January 2011, the number of operator positions will be reduced to 433 due to service reassignments

Organizational Chart





Summary of Financial Policies

Capital Metro and its component unit, StarTran, Inc. (StarTran), is a corporation organized under the Nonprofit Corporation Act of the State of Texas. Although, legally separate from Capital Metro, StarTran is reported as if it were part of Capital Metro because it was incorporated for the purpose of providing employee services to operate mass transit service on behalf of Capital Metro. Capital Metro provides all resources needed for operations and necessary administrative support for StarTran's operations. StarTran is accounted for as a blended component unit in budget and financial statements of Capital Metro.

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 CEO/President 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.

- ◆ **Balanced Budget** -- 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.
- ◆ **Zero-based Budgeting** -- Capital Metro utilizes the zero-based budgeting concept.
- ◆ **Capital assets** are recorded at cost and are depreciated over their useful lives using the straight-line method.
- ◆ **Fixed assets** for capitalization and financial reporting purposes are all items purchased that have a useful life or 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** -- Sales tax revenue is accrued on a monthly basis based on information provided by the Comptroller of Public Accounts.
- ◆ **Capital Replacement and Improvement Grants** -- Capital Metro funds its capital improvements with sales taxes and grants 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.
- ◆ **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. There is no limit on Capital Metro's ability to incur bonded indebtedness as long as the bonds are issued in accordance with the law.



Capital Metropolitan Transportation Authority
Proposed Fare Structure - FY 2011
Effective 1/17/2011

Fare Category	Current Fares 2010	Proposed Fares 2011
Full Fare		
Local MetroBus - Cash Single Ride Adult	\$ 1.00	\$ 1.00
Local MetroBus - Day Pass	\$ 2.00	\$ 2.00
MetroExpress - Cash Single Ride Adult	\$ 2.50	\$ 2.75
MetroExpress - Day Pass	\$ 5.00	\$ 5.50
MetroRail - Cash Single Ride Adult - 1 Zone	\$ 2.00	\$ 1.00
MetroRail - Cash Single Ride Adult - 2 Zones	\$ 3.00	\$ 2.75
MetroRail - All Service (1 Zone) Day Pass	NA	\$ 2.00
MetroRail - All Service (2 Zones) Day Pass	\$ 6.00	\$ 5.50
Reduced Fare		
Fixed Route - Cash Single Ride Student	\$ 0.50	\$ 0.50
Active Duty & Reserve Military (with ID)	\$ 0.50	\$ 0.50
Express Bus - Student/Military (with ID)	\$ 1.25	\$ 1.35
Seniors 65+ (with Capital Metro issued ID) - Same as Student/Military	Free	\$ 0.50
Disability Fare Card holders (with Capital Metro issued ID) - Same as Student/Military	Free	\$ 0.50
Medicare Recipients (with Capital Metro issued ID) - Same as Student/Military	Free	\$ 0.50
MetroAccess (ADA Paratransit) Certified - All Bus & Rail Services -- Same as Student/Military	Free	\$ 0.50
Law Enforcement, Fire & Military in uniform only	Free	Free
MetroAccess (For reference only - all fares are currently prepaid)	\$ 1.20	\$ 1.50
<u>Multi-Ride Passes</u>		
Local MetroBus - Adult 31-Day Rolling Pass	\$ 28.00	\$ 30.00
Local MetroBus - Reduced 31-Day Rolling Pass	\$ 14.00	\$ 15.00
Local MetroBus - Adult 7-Day Rolling Pass	\$ 8.00	\$ 9.00
MetroExpress - Adult 31-Day Rolling Pass	\$ 63.00	\$ 64.00
MetroExpress - Reduced Fare 31-Day Rolling Pass	\$ 31.50	\$ 32.00
MetroRail - Adult 31-Day Rolling Pass (1 Zone)	NA	\$ 30.00
MetroRail - Reduced 31-Day Rolling Pass (1 Zone)	NA	\$ 15.00
MetroRail - Adult 31-Day Rolling Pass (All Zones)	\$ 70.00	\$ 64.00
MetroRail - Reduced 31-Day Rolling Pass (All Zones)	\$ 35.00	\$ 32.00
Stored Value Card - \$15 Value	\$ 12.00	\$ 12.00
MetroAccess Monthly Pass	\$ 35.00	\$ 40.00
MetroAccess 10-Ride Ticket Booklet	\$ 12.00	\$ 15.00
RideShare Monthly	\$ 60.00	\$ 64.00



Expense Policies

Compensated Leave – Essentially all employees of Capital Metro and StarTran are eligible to receive compensation for vacations, holidays, illness and certain other qualifying leave. For certain kinds of leave, the number of days compensated is generally based on length of service. Vacation leave, which has been earned and vested but not paid, has been accrued. Sick leave for Capital Metro and StarTran administrative employees, which has been earned and vested but not paid, has been accrued for those employees with five years or more of service.

Income Taxes – StarTran was incorporated to operate as a nonprofit corporation and does not intend to earn a profit during its association with Capital Metro. However, 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.

Accordingly, StarTran accounts for income taxes under the guidance of Statement of Financial Accounting Standards No. 109 “Accounting for Income Taxes”. During 2009, there was no material difference between the recognition of revenues and expenses for tax and financial statement purposes.

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, and
- Providing education tools for procurement team, 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. Items expected to cost less than \$25,000 are purchased via Capital Metro's "small purchases" method of procurement.

Small Purchases

Purchases under \$3,000, including delivery charges, or micro-purchases, 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) are used for all purchases expected to cost between \$2,500 and \$25,000. 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 on Onvia Demand Star, or through the Quotewire functionality of Demand Star. Vendors registered with Demand Star receive a free agency-level subscription. Capital Metro adds sources to the Demand Star



notification list obtained from the user department's source lists, internet, phone books, industrial guides, etc.

Large Purchases

Purchases in excess of \$25,000 require more sophisticated methods than those used for small purchases. Special efforts are made to make the vendor community aware of Capital Metro's requirements. Capital Metro generally accepts bids or proposals from any vendor who wishes to participate in a competition. Solicitations are advertised in newspapers, and Capital Metro distributes solicitation notifications to registered vendors on Onvia Demand Star.

The basic types of procurement methods used for large purchases are *Invitation for Bids* (IFB) and *Request for Proposals* (RFP). Generally, goods/commodities are purchased via IFB, whereas, services are generally purchased via RFP. In both cases, Capital Metro develops and faxes an advance notice to registered vendors on Onvia Demand Star. The notice gives a basic description of the item to be purchased, the order of magnitude and prompts vendors to return the notice to Capital Metro.

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 21 days so that vendors may have enough time to respond.

For IFB's, Capital Metro awards contracts to the responsive, 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 doesn't vary from Capital Metro's original requirement. A bidder is responsible who can demonstrate the capacity and the willingness to perform (i.e., 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 RFP's, 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.

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, none of the information contained in the proposals or concerning the number or identity of offerors is available 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 \$100,000 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, Statement of Qualifications (SOQs) for statutory professional services for disciplines that require State of Texas licensing, and emergency procurements.

Expenditure Accountability

All invoices are reviewed on multiple levels. Monthly budget variance reports provide operational accountability. The capital project budgets are monitored and reported to the respective Executive Team leader. Capital Metro has an Internal Audit department for greater accountability.

Debt

On September 27, 2006, Capital Metro entered into a promissory note for the purchase of property located on Johnny Morris Road in Austin, Texas in the amount of \$2,484,164. This note is secured by a deed of trust from the Borrower which covers the real and personal property described in the deed of trust. Capital Metro has the obligation to pay interest only at 6% simple interest on the first day of each quarter (being October, January, April and July) of each year until the Note is due and payable in its entirety on September 27, 2011. The interest amount due each quarter will be approximately \$37,000.

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 Banc 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.

Yearly Service Requirements	Note Payable		Master Lease Financing Agreement		Total	
	Principal	Interest	Principal	Interest	Principal	Interest
2007	-	111,786	2,594,031	1,807,093	2,594,031	1,918,879
2008	-	149,048	3,183,158	1,217,966	3,183,158	1,367,014
2009	-	149,048	3,305,024	1,096,100	3,305,024	1,245,148
2010	-	149,048	3,431,556	969,568	3,431,556	1,118,616
2011	2,484,164	149,048	3,562,931	838,192	6,047,095	987,240
2012-2016	-	-	19,968,235	2,037,384	19,968,234	2,037,384
Total	2,484,164	707,978	36,044,935	7,966,303	38,529,098	8,674,281



**External Sources and Uses of Funds Summary
Fiscal Year 2011**

Source Summary			
Description of Sources	FY09 Actual	FY10 Budget	FY11 Budget
Passenger Fares	\$ 7,901,360	\$ 9,604,641	\$ 12,225,410
Third Party Operator Fares	6,539,314	6,872,005	7,831,305
Freight Rail Revenue	14,298,906	11,777,351	10,128,868
Investment Income	754,529	180,000	150,000
Federal Operating Assist Grants	15,929,606	21,490,521	18,360,000
Federal Capital Grants	17,164,791	20,857,328	34,104,349
Sales Taxes from Service Area	139,895,675	134,106,477	144,216,000
Other Non-Operating Revenue	1,768,913	1,384,001	1,684,960
Sub Total Revenues	\$ 204,253,094	\$ 206,272,324	\$ 228,700,892
Increase in cash reserves at year-end (1)	\$ 31,063,368	\$ (6,785,671)	\$ (4,713,632)
1/4 Cent Payment Prior Year Carryover	\$ -	\$ -	\$ 2,344,673.0
Available Revenue/Reserves	\$ 235,316,462	\$ 199,486,653	\$ 226,331,933

Uses Summary			
Description of Uses	FY09 Actual	FY10 Budget	FY11 Budget
Salaries	\$ 50,279,405	\$ 49,876,740	\$ 49,892,952
Benefits	35,371,235	34,859,303	34,168,133
Outside Services	19,678,325	15,541,938	16,672,346
Materials	8,841,605	6,864,127	8,000,146
Fuel (Materials & Supplies)	9,888,856	12,597,008	12,715,878
Utilities	1,967,155	1,959,569	2,115,521
Insurance (Claims & Payments)	1,616,961	1,512,126	1,637,463
Taxes	989,770	1,040,529	1,018,681
Freight Rail	11,842,018	11,073,366	9,038,619
Purchased Transportation Services	22,598,913	26,218,347	30,062,279
Other Operating Expenses	1,608,862	1,197,814	1,272,678
Interest Expenses	1,218,652	1,255,280	1,006,742
Lease Payments	854,814	707,789	619,998
Payment on Long Term Commitment (2)	3,305,024	3,431,556	6,047,095
Capital Expenditures (3) (4) (5)	53,248,959	27,651,162	44,668,729
Sub-Total Expenses, Commitments, & Capital	\$ 223,310,554	\$ 195,786,654	\$ 218,937,260
Mobility & BCT Programs	\$ 11,880,759	\$ 3,700,000	\$ 7,394,673
Total Usage of Funds	\$ 235,191,313	\$ 199,486,654	\$ 226,331,933

- (1) For FY 2011, the increase in cash reserves includes \$1.8 million saved to meet obligations to the City of Austin in accordance with the amended 1/4 cent inter-local agreement
- (2) Payments on Long-term commitments include Rail Car Lease and Loyola property note
- (3) The difference between budgeted capital expenditure and actual capital expenditure is the capital spending for projects
- (4) FY2009 Capital Grants and Expenditures include ARRA stimulus grant spending for bus replacement of \$10,000,000
- (5) FY2010 Capital Grants and Capital Expenditures include AARA stimulus grant spending for bus replacement of \$6,000,000



Combined Statement of Revenues, Expenses and Changes in Net Assets

	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>
<u>OPERATING REVENUES</u>			
Transportation Fares	\$ 7,901,360	\$ 9,604,641	\$ 12,225,410
Contract Revenue	6,539,314	6,872,005	7,831,305
Rail - Freight	14,298,906	11,777,351	10,128,868
Total Operating Revenue	<u>\$ 28,739,580</u>	<u>\$ 28,253,997</u>	<u>\$ 30,185,583</u>
<u>OPERATING EXPENSES</u>			
Salaries	\$ 50,279,405	\$ 49,876,740	\$ 49,892,952
Benefits	35,371,235	34,859,303	34,168,133
Outside Services	19,678,325	15,541,938	16,672,346
Materials	8,841,605	6,864,127	8,000,146
Fuel (Materials & Supplies)	9,888,856	12,597,008	12,715,878
Utilities	1,967,155	1,959,569	2,115,521
Insurance (Claims & Payments)	1,616,961	1,512,126	1,637,463
Taxes	989,770	1,040,529	1,018,681
Freight Rail	11,842,018	11,073,366	9,038,619
Purchased Transportation Services	22,598,913	26,218,347	30,062,279
Other Operating Expenses	1,608,862	1,197,814	1,272,678
Interest Expenses	1,218,652	1,255,280	1,006,742
Lease Payments	854,814	707,789	619,998
Operating Expenses	<u>\$ 166,756,571</u>	<u>\$ 164,703,936</u>	<u>\$ 168,221,436</u>
Operating Profit/(Loss)	<u>\$ (138,016,991)</u>	<u>\$ (136,449,939)</u>	<u>\$ (138,035,853)</u>
<u>NON-OPERATING REVENUES (EXPENSES)</u>			
Investment Income	\$ 754,529	\$ 180,000	\$ 150,000
Sales Tax from Service Area	139,895,675	134,106,477	144,216,000
Grant Revenue	33,094,397	42,347,849	52,464,349
Other Non-Operating Revenue	1,768,913	1,384,001	1,684,960
Total Non-Operating Revenues	<u>\$ 175,513,514</u>	<u>\$ 178,018,327</u>	<u>\$ 198,515,309</u>
Net Profit/(Loss)	<u>\$ 37,496,523</u>	<u>\$ 41,568,388</u>	<u>\$ 60,479,456</u>
Build Central Texas & Regional Mobility	(11,880,759)	(3,700,000)	(7,394,673)
Depreciation and Amortization	<u>(24,404,069)</u>	<u>(28,500,000)</u>	<u>(30,000,000)</u>
Change in Net Assets	<u>1,211,695</u>	<u>9,368,388</u>	<u>23,084,783</u>
Net Assets at Beginning of Period	331,171,882	332,258,435	341,626,823
Net Assets at End of Period	<u>\$ 332,258,435</u>	<u>\$ 341,626,823</u>	<u>\$ 364,711,606</u>

Capital Metro operates from a single proprietary fund. The net asset balances above reflect the fund equity balance, which includes designated and restricted reserves. Fund equity captures the aggregate of accumulated revenues and expenses from previous years. The net profit is used to fund capital expenditures.



Factors Affecting Revenue

Sales Tax Revenue

Sales taxes represent the largest component of Capital Metro's revenue. For FY 2011, we are budgeting 2.7% increase over the FY 2010 budget.

Passenger Revenue

Passenger revenue consists of farebox revenue, daily and monthly bus and rail passes, MetroAccess fares, and Rideshare fares. These fares are expected to increase with a proposed fare increase to be effective in January 2011.

Third Party/Contract Revenue

This revenue source includes University of Texas support for shuttle services and special events and fares paid by The University of Texas, Austin Community College and the City of Austin for trips taken by their respective students and employees. Variances are a direct result of service hours and contracted rates.

Freight Revenue

Railroad revenue is received from negotiated fees with customers who utilize the authority-owned freight line from Llano to Giddings. All rates are negotiated and include car movements, fuel surcharges and rebates from Union Pacific. Freight rail revenue is anticipated to decrease based on freight volume and renegotiated agreements Watco (the freight rail operator) and major shippers.

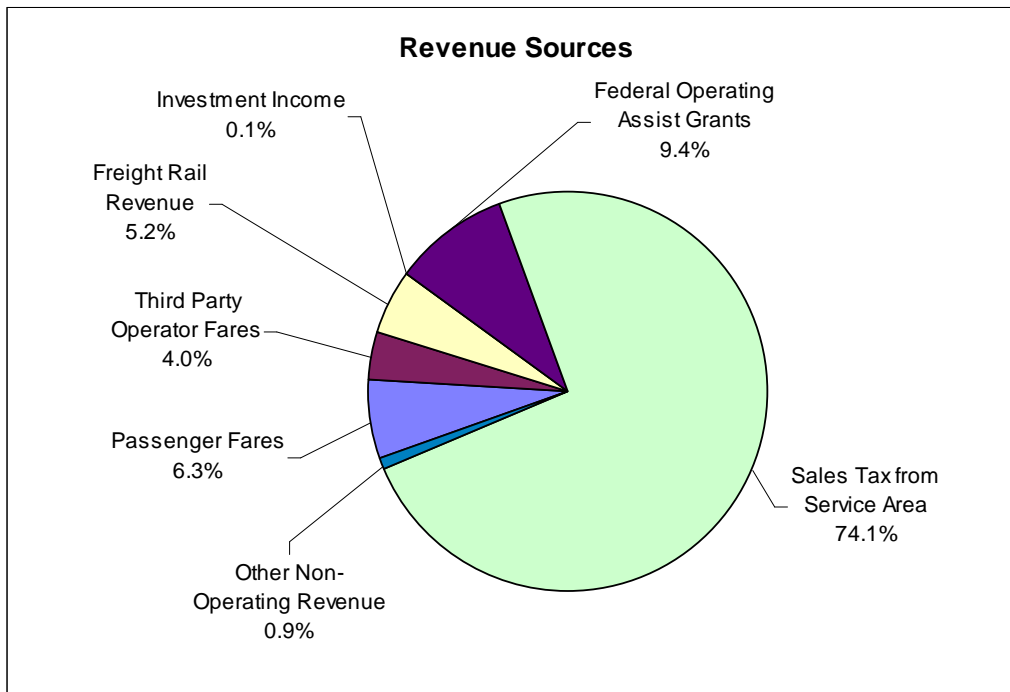
Other Revenue

Grant revenue, investment income, advertising revenue and other miscellaneous revenue are in this category. Grant revenues are expected to decline from FY 2010 which included one-time revenues from the American Recovery and Reinvestment Act.

Revenue

The following schedule shows details of the FY 2011 budgeted revenue along with comparisons from the FY 2010 budget and FY 2009 actuals. Sales tax revenue is the primary revenue driver for Capital Metro, contributing approximately 74% of the total operating revenue budget.

REVENUE CATEGORIES	FY2009 Actual	FY 2010 Budget	FY 2011 Budget	Variance FY2011 VS FY2010
Passenger Fares	\$ 7,901,360	\$ 9,604,641	\$ 12,225,410	\$ 2,620,769
Third Party Operator Fares	\$ 6,539,314	\$ 6,872,005	\$ 7,831,305	\$ 959,300
Freight Rail Revenue	\$ 14,298,906	\$ 11,777,351	\$ 10,128,868	\$ (1,648,483)
Investment Income	\$ 754,529	\$ 180,000	\$ 150,000	\$ (30,000)
Federal Operating Assist Grants	\$ 15,929,606	\$ 21,490,521	\$ 18,360,000	\$ (3,130,521)
Sales Tax from Service Area	\$ 139,895,675	\$ 134,106,477	\$ 144,216,000	\$ 10,109,523
Other Non-Operating Revenue	\$ 1,768,913	\$ 1,384,001	\$ 1,684,960	\$ 300,959
Total Revenues	\$ 187,088,303	\$ 185,414,996	\$ 194,596,543	\$ 9,181,547





Factors Affecting Operating Expenses

Salaries and Benefits

Salaries and benefits are expected to remain relatively flat as a result of discounts anticipated in health care costs and 2.5% salary increases for non-bargaining employees. Step increases for StarTran bargaining employees are included, as well as a 1.5% wage increase in January 2011.

Services

Increases are occurring in software maintenance contracts and service contracts such as janitorial and HVAC. Computer system upgrades and improvements are included in the FY 2011 budget as well as needed repairs and maintenance throughout the service area at bus stops and other facilities.

Fuel

Diesel fuel costs are projected at an average of \$2.31 per gallon. Unleaded gasoline is budgeted at \$2.23. Capital Metro will hedge a portion of its diesel fuel costs in FY 2011 to help control volatility in costs.

MetroRail

Capital Metro will experience the first full year of revenue service on a 32-mile commuter rail line from Leander to downtown Austin.

Utilities

The costs for electricity and natural gas continue to increase.

Purchased Transportation

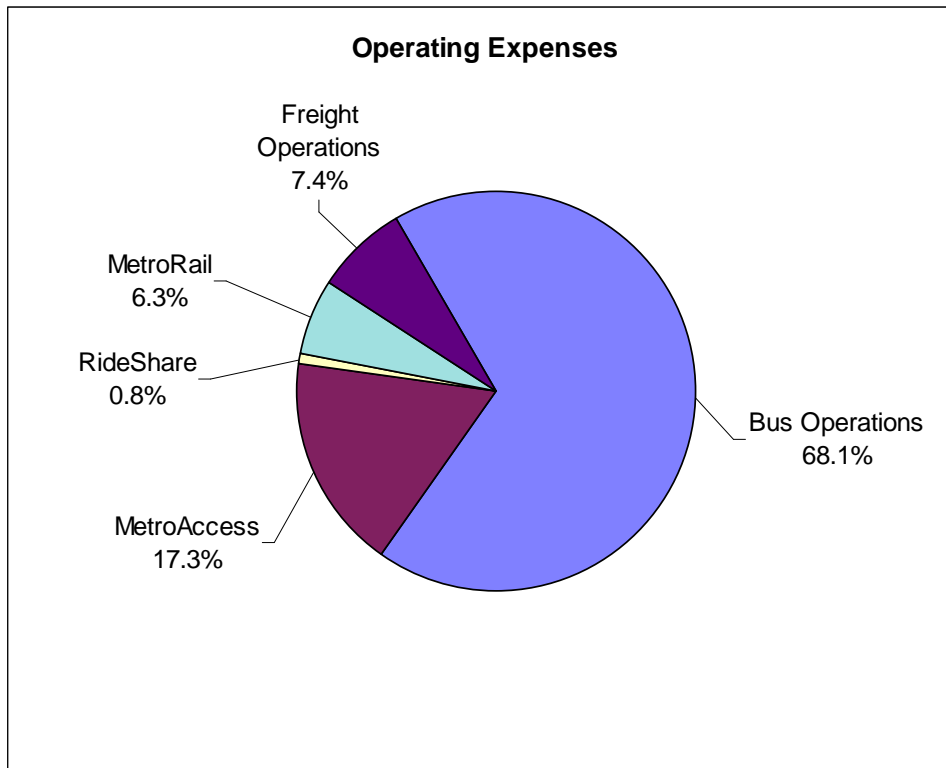
Expenses in this category will increase due to the first full year of revenue service for MetroRail.

Other Expenses

Travel has been decreased due to budget constraints.

Operating Expenses

Expenses	FY 2009 Actual	FY 2010 Budget	FY 2011 Budget	\$ Variance Budget 2011 vs Budget 2010
Salaries	\$ 50,279,405	\$ 49,876,740	\$ 49,892,952	\$ 16,212
Benefits	\$ 35,371,235	\$ 34,859,303	\$ 34,168,133	\$ (691,170)
Outside Services	\$ 19,678,325	\$ 15,541,938	\$ 16,672,346	\$ 1,130,408
Materials	\$ 8,841,605	\$ 6,864,127	\$ 8,000,146	\$ 1,136,019
Fuel (Materials & Supplies)	\$ 9,888,856	\$ 12,597,008	\$ 12,715,878	\$ 118,870
Utilities	\$ 1,967,155	\$ 1,959,569	\$ 2,115,521	\$ 155,952
Insurance (Claims & Payments)	\$ 1,616,961	\$ 1,512,126	\$ 1,637,463	\$ 125,337
Taxes	\$ 989,770	\$ 1,040,529	\$ 1,018,681	\$ (21,848)
Freight Rail	\$ 11,842,018	\$ 11,073,366	\$ 9,038,619	\$ (2,034,747)
Purchased Transportation Services	\$ 22,598,913	\$ 26,218,347	\$ 30,062,279	\$ 3,843,932
Other Operating Expenses	\$ 1,608,862	\$ 1,197,814	\$ 1,272,678	\$ 74,864
Interest Expenses	\$ 1,218,652	\$ 1,255,280	\$ 1,006,742	\$ (248,538)
Lease Payments	\$ 854,814	\$ 707,789	\$ 619,998	\$ (87,791)
Total Expenses	\$ 166,756,571	\$ 164,703,936	\$ 168,221,436	\$ 3,517,500





Ridership and Service Levels by Type

The FY 2010 actual ridership is projected to be lower than the FY 2010 budget. This decrease is attributed in part to the fare increase which occurred in January 2010. For FY 2011, the budgeted ridership is similar to the forecast for FY 2010 actual ridership.

Service Type	FY 2009	FY 2010	FY 2011
	Actual	Budget	Budget
Fixed Route	26.0 million	26.3 million	24.5 million
University of Texas	5.4 million	5.4 million	5.1 million
Paratransit (MetroAccess)	0.7 million	0.7 million	0.7 million
MetroRail	n/a	0.4 million	0.28 million
RideShare	0.3 million	0.3 million	0.21 million
AISSD	0.2 million	0	0
Other	0.1 million	0.4 million	0.19 million
Total	32.7 million	33.5 million	31.0 million

Capital Metro is a multi-modal service provider that provides comprehensive public transportation throughout approximately 560 square miles of service area. The hours and miles of service comprise a majority of the budget.

Fixed Route

Capital Metro Fixed Route service is the mainline service of the transportation system. There are over 55 routes. The transit authority operates approximately 14.0 million total bus miles over its fixed route system. The fleet of buses provides riders with an average of 85,000 one-way trips each weekday. Capital Metro's 413 buses operate seven days per week, providing service to approximately one million residents of the service area.

University of Texas Shuttle

Student shuttle service is provided for the University of Texas (UT). There are 14 dedicated routes that provide connections between housing and the University, between the Pickle Research Center and the downtown campus. Routes transfer students around the greater UT campus area and from city areas with high-density student populations. Each year, the transit authority operates approximately 1.9 million total bus miles over the UT Shuttle system providing riders with an average of 30,000 one-way trips each weekday during a regular semester.

MetroAccess Paratransit Service

Capital Metro's MetroAccess, provides services for eligible persons with disabilities who are not able to use fixed route service. Individuals can register for this service, and if they qualify, can make travel arrangements within Capital Metro's service area.

Rideshare Program

Capital Metro's vanpool/carpool program currently has 122 active vanpools, 13 of which use Toyota Prius electric-gas hybrid sedans.

Suburban Service

Capital Metro provides service to suburban communities within the service area such as Lago Vista, Jonestown and Manor.

MetroRail

Capital Metro began passenger rail revenue service in March 2010. 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.



The following charts show details of the proposed FY 2011 service levels and compare them to FY 2010:

Hours of Service

	FY 2009 Actual	FY 2010 Budget ⁽⁸⁾	FY 2011 Budget ⁽⁹⁾	Budget to Budget Variance
Fixed Route	1,045,479	1,045,362	1,047,000	1,638
UT Service	167,208	141,015	140,589	-426
AISD	18,241	-	-	-
Suburban ^{(1) (2)}	10,681	11,036	19,630	8,594
Special Events/Charters ⁽³⁾	3,646	5,875	6,600	725
MetroAccess	261,876	283,042	283,042	-
MetroRail ^{(4) (5) (6)}	-	12,641	11,266	-1,375
Rideshare ⁽⁷⁾	52,357	52,719	53,271	552
Total	1,559,488	1,551,690	1,561,398	9,708

(1) Additional Service to Manor

(2) Additional Service in Lago Vista, Jonestown and new Cedar Park

(3) Hours for bus bridge and rail special event were not included in prior estimates. In FY2011 there will be two ACL Music Festivals one in October 2010 & September 2011

(4) FY 2010 Budget - MetroRail had been expected to be 5 Peak Vehicles and 45 daily Hours. Rail Connectors (2 vehicles for each of Five Routes)

(5) FY 2010 Actual - MetroRail ended up being 4 Peak Vehicles and 34 daily hours. Rail Connectors (Initial = 2 vehicles per Five Routes / Immediately after Opening = 1 vehicle per Five Routes)

(6) New Spring 2011 Schedule (Peak + Midday + Friday Night Only (4-day Pilot) - Specific Dates in the Months of March and/or April) - limited service)

(7) There has been a decrease in the Van utilization from Jan 2010 to present. Our budget hours are forecasted based on FY 2010 forecasted miles, hours and passengers

(8) Budget numbers modified to reflect accurate Planning numbers

(9) Numbers modified from Proposed Budget to reflect consolidation and realignment of several routes



Miles of Service

	FY 2009 Actuals	FY 2010 Budget ⁽⁹⁾	FY 2011 Budget ⁽¹⁰⁾	Budget to Budget Variance
Fixed Route	13,607,022	13,750,010	13,844,650	94,640
UT Service	2,291,317	1,923,747	1,918,254	-5,493
AISD	302,235	-	-	-
Suburban ^{(1) (2)}	251,836	262,768	364,665	101,897
Special Events/Charters ⁽³⁾	27,441	50,883	56,101	5,218
MetroAccess ⁽⁴⁾	3,564,546	3,741,901	4,053,160	311,259
MetroRail ^{(5) (6) (7)}	-	369,787	232,097	-137,689
Rideshare ⁽⁸⁾	1,483,392	1,523,828	1,528,875	5,047
Total	21,527,789	21,622,923	21,997,802	374,879

(1) Additional Service to Manor

(2) Additional Service in Lago Vista, Jonestown and new Cedar Park

(3) Hours for bus bridge and rail special event were not included in prior estimates. In FY2011 there will be two ACL Music Festivals one in October 2010 & September 2011

(4) As of FY2011 numbers represent total miles vs. previous years of reporting service miles only

(5) FY 2010 Budget - MetroRail had been expected to be 5 Peak Vehicles and 45 daily Hours. Rail Connectors (2 vehicles for each of Five Routes)

(6) FY 2010 Actual - MetroRail ended up being 4 Peak Vehicles and 34 daily hours. Rail Connectors (Initial = 2 vehicles per Five Routes / Immediately after Opening = 1 vehicle per Five Routes)

(7) New Spring 2011 Schedule (Peak + Midday + Friday Night Only (4-day Pilot) - Specific Dates in the Months of March and/or April) - limited service)

(8) Increase in miles from 2009 to 2010 however, we have seen a decrease in the Van utilization from Jan 2010 to present.

(9) Budget numbers modified to reflect accurate Planning numbers

(10) Numbers modified from Proposed Budget to reflect consolidation and realignment of several routes



Ridership

	FY 2009 Actual	FY 2010 Budget (10)	FY 2011 Budget (11)	Budget to Budget Variance
Fixed Route (1)	25,965,599	26,318,822	24,522,782	-1,796,040
UT Service (2)	5,406,728	5,385,296	5,089,863	-295,433
AISD	200,495	-	-	-
Suburban (3)	26,351	24,644	75,318	50,674
Special Events/Charters (4)	95,214	292,800	235,300	-57,500
MetroAccess (5)	684,002	705,772	673,725	-32,047
MetroRail (6) (7)	-	403,098	278,900	-124,198
RideShare (8)	314,892	343,115	278,397	-64,718
Total (9)	32,693,281	33,473,547	31,154,284	-2,319,263

(1) The FY 2010 projections were developed under the assumption of no fare increase. Therefore overstating projected 2010 ridership.

(2) Projected slight decrease in service level miles and hours along with declining ridership levels in the past few years leads us to believe in a further decline.

(3) Significant increases to service levels will attribute to the ridership increase. A recently added route in this category has been performing very well.

(4) Assuming holiday event at Zilker mirrors service for Dec 2009; Estimated supplementing of regular routes based on YTD FY2010 usage; Estimated bus bridge/rail support; Estimated educational, public relations, and new employee orientation based on YTD FY2010 usage; Assuming no football shuttles in FY2011, but including Q buses to supplement regular routes

(5) Passengers represent clients and personal care attendants

(6) Initial startup projections have not materialized and new projections are close based on actual usage with addition service levels later in the fiscal year.

(7) New Spring 2011 Schedule (Peak + Midday + Friday Night Only (4-day Pilot) - Specific Dates in the Months of March and/or April - limited service

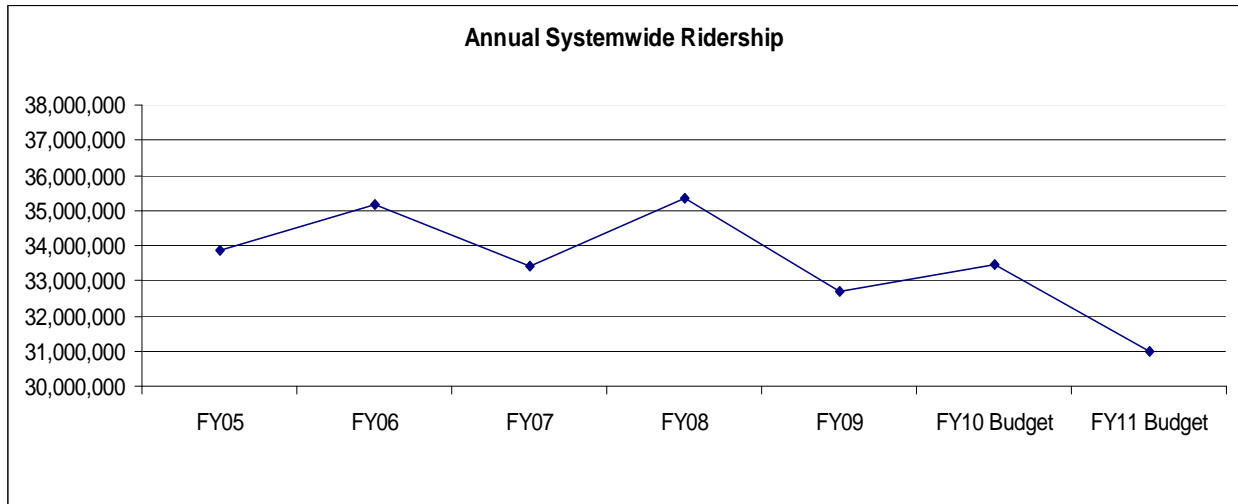
(8) RideShare decreased due to the increase in fare, poor employment conditions, and low fuel prices. Rideshare program is usually in demand when fuel prices increase

(9) The fare increase and the poor economic outlook will continue to negatively affect ridership.

(10) Budget numbers modified to reflect accurate Planning numbers

(11) Numbers modified from Proposed Budget to reflect consolidation and realignment of several routes

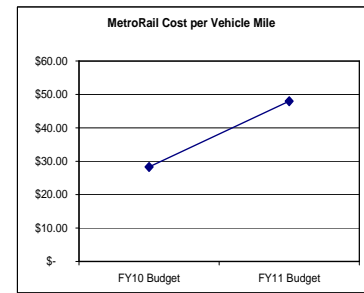
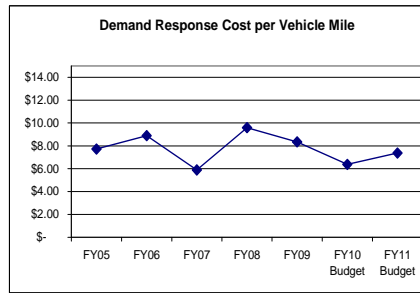
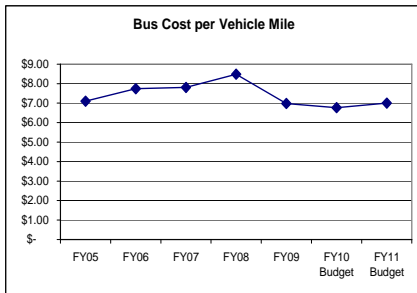
Ridership trend for the past five years and FY 2010 and FY 2011 budgeted number of passengers:



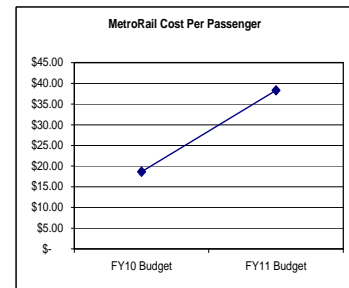
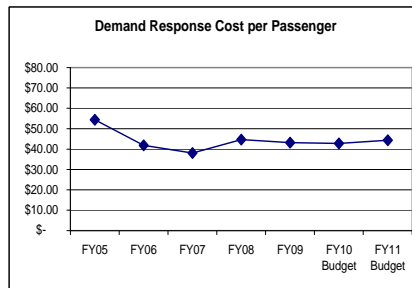
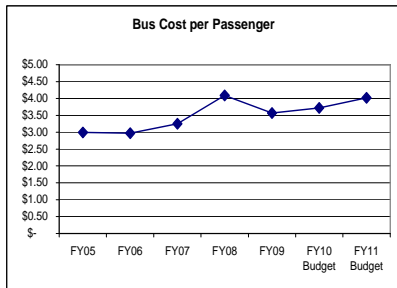
Performance Trends

The six graphs below depict trends for both bus and demand response modes in effectiveness and efficiencies for the preceding six years' actuals and current year budget.

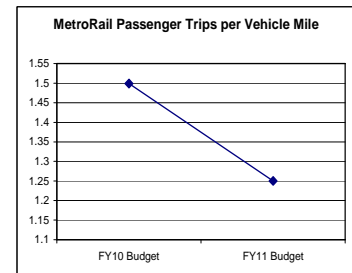
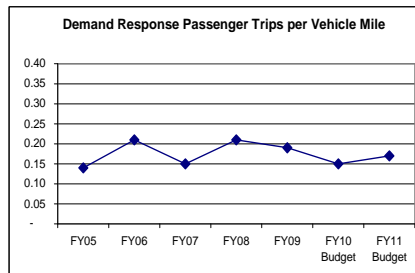
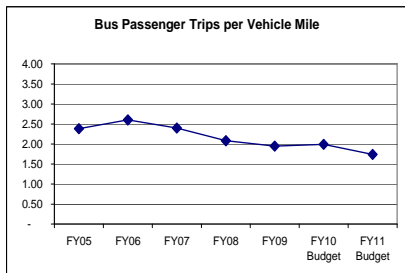
Service Efficiency – Cost per vehicle mile



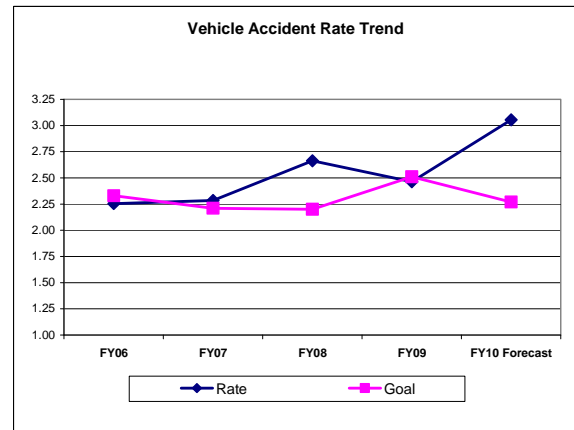
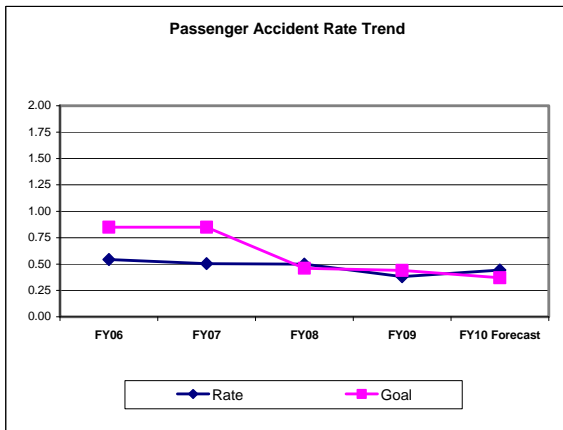
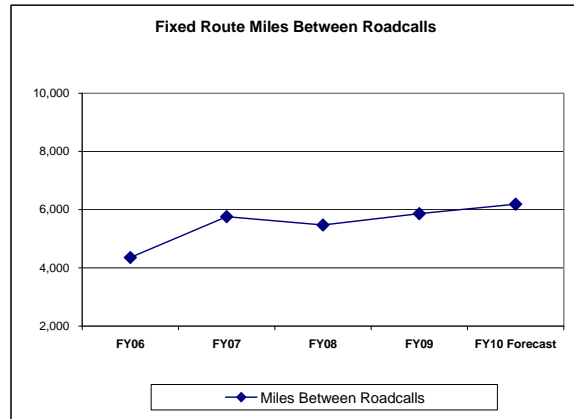
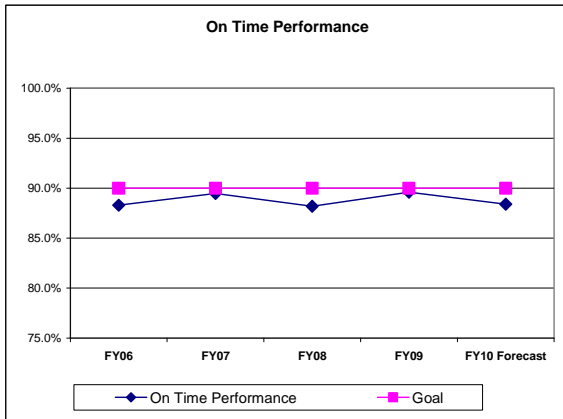
Cost Effectiveness – Cost per passenger



Service Effectiveness – Passenger trips per vehicle mile



The following graphs depict trends in additional performance indicators:





Capital Budget

The capital program includes two basic spending categories, as outlined below:

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 typically do not span fiscal years and usually involve customary replacement or new purchases of parts, computers and office equipment.

Capital projects typically involve construction or 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 projects were assessed for inclusion in this budget based on the following criteria:

- ◆ Is the project mandatory as a result of federal or state regulatory requirements?
- ◆ Is the project necessary to carry out the goals and objectives of Capital Metro's strategic plan?
- ◆ Is the project dictated by recommended replacement criteria or needed to maintain a state of good repair?
- ◆ Does Capital Metro have the necessary resources to implement the project (funding and staff resources)?

The capital budget for FY 2011 totals \$44.6 million. Capital Metro has budgeted to utilize \$34.1 million in capital grant revenue, for projects that meet the federal criteria. The remaining projects and/or budgeted amounts are funded with local funds.

Capital Project Category	Federal Grant FY2011	Local Match FY2011	Total FY2011
Projects:			
MetroRapid	10,004,000	2,501,000	12,505,000
IT	4,895,200	1,223,800	6,119,000
Passenger Facilities	2,662,400	665,600	3,328,000
Rail Infrastructure	-	2,480,000	2,480,000
Rail Vehicles	-	771,300	771,300
Security	96,000	24,000	120,000
Trails	900,000	-	900,000
Transit Oriented Development	-	100,000	100,000
Office Relocation	-	165,000	165,000
Alternatives Analysis	800,000	200,000	1,000,000
Vehicles (Replacement)	14,088,349	2,269,080	16,357,429
Facilities (State of Good Repair)	658,400	164,600	823,000
Total	34,104,349	10,564,380	44,668,729

Consistent with the Sunset Report recommendations, Capital Metro prepared a Five Year Capital Plan which is included in Appendix A. The proposed FY 2011 - FY2015 Capital Plan provides descriptions, funding sources, benefits and the strategic objectives for each capital project.

When applicable the estimated operating cost impact of 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 have been provided when applicable starting from Fiscal Year 2004 as that was the first year the project module of the existing financial system was utilized.

President/CEO's Office

Functions and Responsibilities

The President/CEO provides leadership and direction to ensure Capital Metro meets its mission, goals and objectives. A key area of focus is to provide direction and coordination on the various Authority initiatives to ensure quality standards for the organization, and to identify initiatives for ongoing improvement to customer service. Additionally, the President/CEO 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 efficiency.

The President/CEO's office ensures activities requiring involvement across the organization are properly coordinated, and oversees the content of information to ensure follow through and timely communications with concerned stakeholders. This also includes public outreach to community and business stakeholders, and local, state and federal elected officials. This department serves as a liaison with the Board of Directors on policy issues affecting the Authority. The Governmental Relations function of the office serves to research and develop legislative strategies and policies relevant to the Authority's interest in providing regional transportation services.

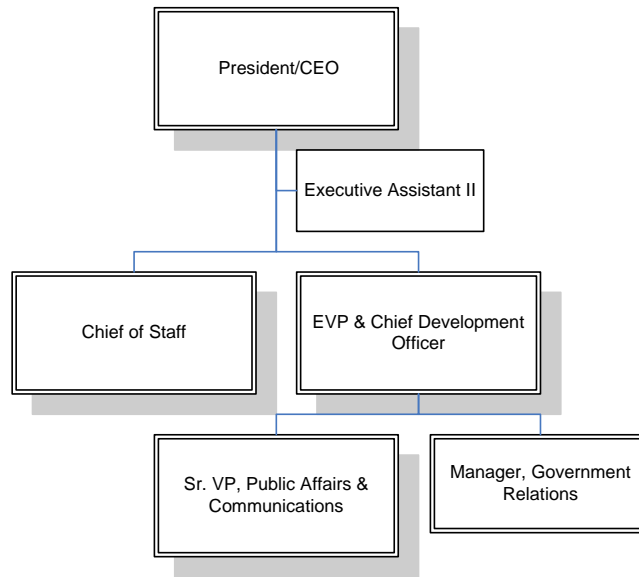
FY 2010 Accomplishments

- ◆ Improve Service Delivery – Implementation of Capital Metro's MetroRail service
- ◆ Build & Sustain Effective Strategic Partnerships – Continued Capital Metro's role as a regional mobility leader and further developed strong working partnerships with Capital Metro partners
- ◆ Improve Organizational Alignment – Worked cooperatively to transition the agency with a new Board of Directors
- ◆ Improve Design & Allocation of Services – Aligned All Systems Go plan with CAMPO 2035 Plan

FY2011 Planned Initiatives

- ◆ Improve & Integrate Business Practices & Accountability – Continue implementing the Sunset Report Recommendations
- ◆ Improve Communications – Coordination of agency initiatives to communicate effectively with the Board of Directors, the Authority and the overall community; update the Capital Metro website to help visitors easily find financial and audit information, including an online check register
- ◆ Improve Cost Effectiveness; Increase Revenue – Improving our long-term financial sustainability by lowering costs, boosting revenue through a fare increase, and implementing clear and consistent policies for paratransit service. Additionally, implementing new procedures for managing finances and maintaining reserves which includes a five-year capital improvement plan and a policy to ensure our financial reserves are protected.
- ◆ Improve Organizational Alignment – Improving labor relations by evaluating the Authority's labor structure

President/CEO Department Organizational Chart



Major Budgetary Changes

- ◆ **Salaries & Benefits** – Salaries increased due to addition of Sr. VP Public Affairs & Communications; benefits decreased due to lower deferred compensation with retirement of former CEO.
- ◆ **Services** – Consolidated all authority-wide community sponsorships in this department
- ◆ **Miscellaneous/Other** – Dues & Subscriptions increased due to transferring dues from other departments to President/CEO department. Additionally, there was an increase in travel related accounts.

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARIES	\$ 808,588	\$ 733,452	\$ 856,496	\$ 123,045
BENEFITS	\$ 108,326	\$ 151,270	\$ 100,327	\$ (50,942)
SERVICES	\$ 409,014	\$ 360,996	\$ 453,000	\$ 92,004
MATERIALS & SUPPLIES	\$ 1,412	\$ 2,580	\$ 2,760	\$ 180
UTILITIES	\$ 913	\$ 2,400	\$ 2,340	\$ (60)
MISCELLANEOUS	\$ 437,571	\$ 281,790	\$ 323,045	\$ 41,255
TOTAL EXPENSES	\$ 1,765,824	\$ 1,532,487	\$ 1,737,969	\$ 205,481

Communications

Functions and Responsibilities

The Communications department is the primary source of contact for all incoming news media inquiries about Capital Metro. The department works with print, broadcast and online media to promote the Authority's services, initiatives and special events. Staff coordinates internal and external communications including print and electronic publications, and provides communications support to all departments and the Board of Directors. The department also works with a public relations contractor to carry out its mission through proactive communications efforts.

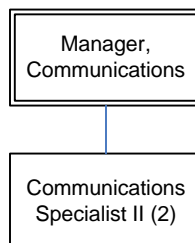
FY 2010 Accomplishments

- ◆ Increase Value to the Community; Improve Communications – Coordinated media and communications outreach for the launch of MetroRail.
- ◆ Improve Customer Satisfaction & Loyalty; Improve Communications – Enhanced awareness of Capital Metro services and projects through expanded social media presence.
- ◆ Increase Employee Empowerment & Ownership; Improve Communications – Enhanced internal communications through regular town hall-style employee meetings with interim President/CEO and improvements to employee newsletter.
- ◆ Improve Communications – Enhanced news media communications through regular round table-style meetings with media and interim President/CEO.

FY2011 Planned Initiatives

- ◆ Increase Value to the Community; Improve Communications – Work with Marketing, Planning, Business Community and Development and other key departments to improve the Authority's public image.
- ◆ Improve Customer Satisfaction & Loyalty; Improve Communications – Further Increase awareness of Capital Metro services and projects through proactive media outreach, public relations initiatives, increased social media presence and other various external publications.
- ◆ Improve Communications – Work with new President/CEO to enhance internal and news media communication efforts.
- ◆ Improve Communications – Work with the Board of Directors and Executive Leadership to complete communication-related objectives outlined by the Sunset Advisory Commission Report, such as improving transparency.

Communications Department Organizational Chart





Major Budgetary Changes

- ◆ **Benefits** – Increase due to five year sick leave accrual
- ◆ **Services** – Reduced spending on news tracking services
- ◆ **Miscellaneous/Other** – Reduced spending on dues and subscriptions

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARIES	\$ 179,885	\$ 188,791	\$ 197,739	\$ 8,948
BENEFITS	\$ 13,003	\$ 14,306	\$ 15,435	\$ 1,129
SERVICES	\$ 89,400	\$ 98,388	\$ 95,100	\$ (3,288)
MATERIALS & SUPPLIES	\$ 675	\$ 600	\$ 240	\$ (360)
UTILITIES	\$ 1,993	\$ 2,006	\$ 2,772	\$ 766
MISCELLANEOUS	\$ 4,271	\$ 4,680	\$ 3,300	\$ (1,380)
TOTAL EXPENSES	\$ 289,227	\$ 308,771	\$ 314,586	\$ 5,815

Internal Audit

Functions and Responsibilities

The Internal Audit Department reports directly to the Board of Directors and is an independent source of objective advice. Internal Auditing provide 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 analyses and assessment of data and business processes. Internal Audit also shares "best practices" and suggests ways for reducing costs and enhancing revenues.

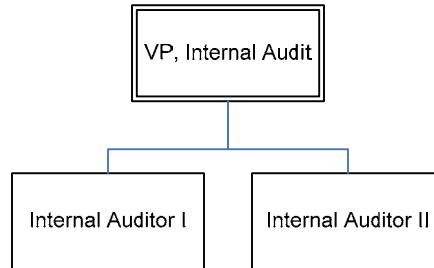
FY 2010 Accomplishments

- ◆ Improve & Integrate Business Practices & Accountability – Completed two comprehensive performance audits and one contract audit: Capital Planning & Management, MetroAccess Performance Audit, and LAN Contract Review. All audits contained relevant and meaningful recommendations to strengthen controls, improve operations, and help ensure financial sustainability. Started planned audits on rail inventory and revenue operations. Audits support multiple objectives in the Route 2025 Strategic Plan.
- ◆ Improve & Integrate Business Practices & Accountability – Prepared two comprehensive bi-annual status updates which covered twenty outstanding internal and external reviews; 79% of recommendations were fully addressed and 12% of corrective action plans were actively being implemented as of the last completed status update.
- ◆ Improve & Integrate Business Practices & Accountability – Provided project management for the Sunset Review of Capital Metro operations.
- ◆ Improve & Integrate Business Practices & Accountability – Completed one fraud investigation. Sponsored activities for International Fraud Awareness Week and participated in annual Ethics & Fraud Prevention Training. Continued coordination with the Chief Counsel regarding reviewing and responding to allegations of potential fraud and abuse including responding to calls from the Capital Metro Fraud Hotline.

FY2011 Planned Initiatives

- ◆ Improve & Integrate Business Practices & Accountability – Continue to perform planned audits and ensure ongoing risk assessment of Capital Metro operations and target internal audit resources in the most cost-effective and efficient manner.

Internal Audit Department Organizational Chart



Major Budgetary Changes

- ◆ **Salaries and Benefits** – Vacancy filled at lower salary than anticipated in FY 2010 budget
- ◆ **Services** – External Audit expenses eliminated from FY 2011 budget

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARIES	\$ 229,578	\$ 262,384	\$ 253,599	\$ (8,785)
BENEFITS	\$ 14,716	\$ 18,918	\$ 18,366	\$ (552)
SERVICES	\$ 40,000	\$ 30,000	\$ -	\$ (30,000)
MATERIALS & SUPPLIES	\$ 690	\$ 1,250	\$ 1,400	\$ 150
MISCELLANEOUS	\$ 3,716	\$ 7,885	\$ 6,640	\$ (1,245)
TOTAL EXPENSES	\$ 288,701	\$ 320,438	\$ 280,005	\$ (40,433)

Operations

Functions and Responsibilities

The Operations 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 Operations in FY 2011 is to continue to identify opportunities to improve service delivery. Metro Access is the top priority. We will implement many new policies, creating the need for revised processes, procedures and systems to measure our success. Another focus area will be determining the future of the ITS/AVL system(s) and the impact on future service.

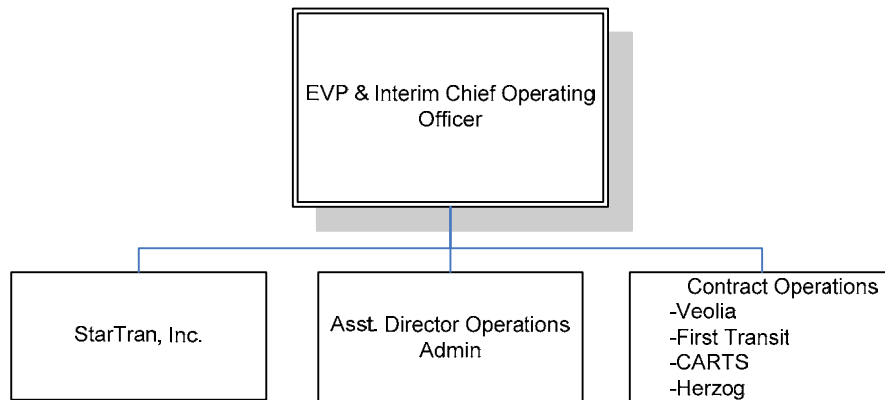
FY 2010 Accomplishments

- ◆ Improve Design & Allocation of Service – Successful implementation of MetroRail service in March 2010.
- ◆ Improve Service Delivery – Developed and implemented standards for cleanliness, comfort, safety, security and accessibility for MetroRail.
- ◆ Business Practice & Accountability – Clarified operational oversight and direction of all contracted services; monitored contract compliance for MetroRail.
- ◆ Improve Service Delivery – Implemented Intelligent Transportation Systems for Rail.

FY2011 Planned Initiatives

- ◆ Improve Service Delivery – Implement, measure and monitor MetroAccess policy changes.
- ◆ Business Practice & Accountability – Clarify operational oversight and direction of all contracted services; monitor contract compliance. Develop an Information Technology Strategic Plan. Implement, monitor and measure new eligibility program for MetroAccess.
- ◆ Improve Tools & Technology – Implement Intelligent Transportation Systems for Fixed Route.
- ◆ Improve Service Delivery – Initiate the implementation of the Positive Train Control system.

Operations Organizational Chart





Major Budgetary Changes

- ◆ **Salaries and Benefits** – Decrease due to the allocation of salary from Office of Strategic Management to the Operations department

	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>Variance FY2011</i>
	<i>Actual</i>	<i>Budget</i>	<i>Budget</i>	<i>VS FY2010</i>
SALARIES	\$ 144,055	\$ 283,074	\$ 212,699	\$ (70,374)
BENEFITS	\$ 9,726	\$ 31,067	\$ 26,913	\$ (4,154)
SERVICES	\$ 12,800	\$ -	\$ -	\$ -
MATERIALS & SUPPLIES	\$ 182	\$ 180	\$ 168	\$ (12)
UTILITIES	\$ 907	\$ 600	\$ 720	\$ 120
MISCELLANEOUS	\$ 1,412	\$ 124	\$ 2,071	\$ 1,947
TOTAL EXPENSES	\$ 169,081	\$ 315,045	\$ 242,572	\$ (72,473)

Strategic Management

Functions and Responsibilities

The Office of Strategic Management (OSM) was created to serve as the centralized area for the management and reporting of the Strategic Plan. The OSM is responsible for the coordination, oversight and facilitation of Route 2025 objectives, measurement and initiatives. In addition, the OSM is also responsible for the following programs:

- Policy Review and Updating;
- Mapping Key Critical Business Processes;
- Coordinating the development of key performance indicators for MetroRail service;
- Management of the Rideshare Program in partnership with the Planning team; and
- Oversight of the opening of MetroRail in partnership with COO.

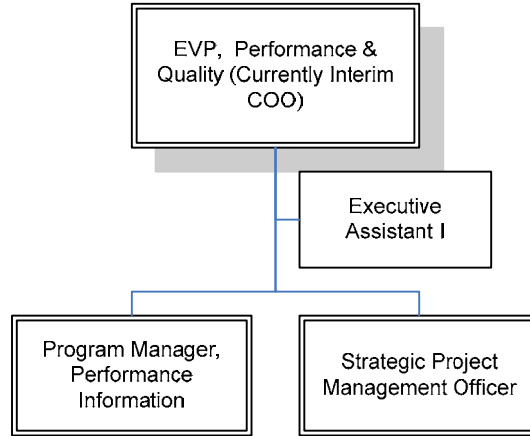
FY 2010 Accomplishments

- ◆ Improve & Integrate Business Practices & Accountability – Developed strategic measurement and strategic action software to report corporate performance.
- ◆ Improve & Integrate Business Practices & Accountability – Process Mapping-Developed critical business process map for Rail performance measures and contract monitoring.
- ◆ Improve Design & Allocation of Services – Developed a comprehensive inventory of rail signal house structure.
- ◆ Improve & Integrate Business Practices & Accountability – Initiated Project Management standards training for the agency.

FY2011 Planned Initiatives

- ◆ Improve & Integrate Business Practices & Accountability – Facilitate Strategic Plan organizational alignment with budget processes.
- ◆ Improve & Integrate Business Practices & Accountability – Continue to process map and re-map key/critical processes to improve efficiencies and service delivery.
- ◆ Improve & Integrate Business Practices & Accountability – Develop and implement a standardized Project Management program for Capital Metro.
- ◆ Improve Communications – Create effective performance reporting systems for all departments.

Strategic Management Department Organizational Chart



Major Budgetary Changes

- ◆ **Salaries & Benefits** – Converted a temporary position to a full time employee
- ◆ **Services** – Eliminated temporary admin assistant, added consultant fees for Strategic Plan effort per recommendation of Sunset Commission

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARIES	\$ 233,463	\$ 145,398	\$ 195,498	\$ 50,100
BENEFITS	\$ 22,344	\$ 10,232	\$ 15,189	\$ 4,957
SERVICES	\$ 64,438	\$ 70,497	\$ 61,340	\$ (9,157)
MATERIALS & SUPPLIES	\$ 1,701	\$ 500	\$ -	\$ (500)
UTILITIES	\$ 505	\$ -	\$ -	\$ -
MISCELLANEOUS	\$ 2,786	\$ -	\$ 500	\$ 500
TOTAL EXPENSES	\$ 325,237	\$ 226,627	\$ 272,526	\$ 45,899

Safety

Functions and Responsibilities

The Safety department's primary goal is to ensure the safety of employees, customers and equipment. To accomplish these goals, staff develops policies, conducts and issues educational programs, and performs regular audits of operating equipment, facilities, bus routes and the rail line.

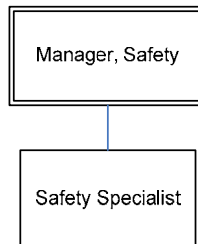
FY 2010 Accomplishments

- ◆ Improve Service Delivery – Recipient of 2009 APTA Merit Award for Exceptional Achievement in Bus Safety.
- ◆ Improve Customer Satisfaction & Loyalty – Completion of the MetroRail Safety Sign Package
- ◆ Improve & Integrate Business Practices & Accountability – Submission of Rail System Safety Program Plan to FRA
- ◆ Improve & Integrate Business Practices & Accountability – Submission of Rail System Security Plan to FRA

FY2011 Planned Initiatives

- ◆ Improve Service Delivery – Assume cognizance of Rail Safety
- ◆ Improve Tools, Technology & Vehicles – Conduct Safety Survey of Equipment and Bus Routes
- ◆ Improve Service Delivery – Conduct Field assessment of Rail System Safety Program Plan

Safety Department Organizational Chart





Major Budgetary Changes

- ◆ **Salaries & Benefits** – Safety and Security Department split into two departments starting in FY 2011 resulting in an internal transfer in staff. The Director of Safety and Security position was eliminated.
- ◆ **Services** – Reduction due to the split of the two departments and transfer of contracted security services to the Security Department
- ◆ **Materials & Supplies** – Reduction due to the department split
- ◆ **Utilities** – Communications devices reduced due to department split

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARIES	\$ 410,598	\$ 398,817	\$ 148,609	\$ (250,208)
BENEFITS	\$ 83,777	\$ 30,006	\$ 11,239	\$ (18,767)
SERVICES	\$ 936,392	\$ 756,276	\$ 3,400	\$ (752,876)
MATERIALS & SUPPLIES	\$ 46,823	\$ 55,908	\$ 21,511	\$ (34,397)
UTILITIES	\$ 2,105	\$ 1,863	\$ 1,080	\$ (783)
MISCELLANEOUS	\$ 4,931	\$ 1,710	\$ 1,400	\$ (310)
TOTAL EXPENSES	\$ 1,484,627	\$ 1,244,580	\$ 187,239	\$ (1,057,341)

Security

Functions and Responsibilities

The Security department's primary goal is to provide a safe and secure transportation system by conducting frequent patrols on foot, or vehicle and by other available means. The department maintains professional development and training of security personnel to enhance or increase skill levels. Additionally, Security develops partnerships with local law-enforcement agencies or community entities that will provide enhanced services to the customers, employees and contractors. This department is tasked with maintaining and upgrading access control components (cameras, keys and badge readers) and communications, for effective security services.

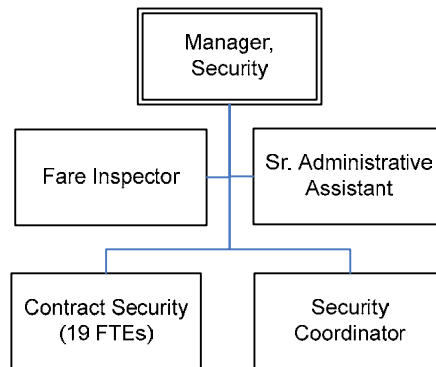
FY 2010 Accomplishments

- ◆ Improve & Integrate Business Practices & Accountability – Submission of Rail System Safety Program Plan to Federal Railroad Administration
- ◆ Improve & Integrate Business Practices & Accountability – Submission of Rail System Security Plan to Federal Railroad Administration
- ◆ Improve Tools, Technology & Vehicles – Updated payroll accountability through project selection for APD officers
- ◆ Improve & Integrate Business Practices & Accountability – Initiated Rail APD Patrol officer and supervisor standard operating procedures

FY2011 Planned Initiatives

- ◆ Increase Value to the Community – Implementation of visible and frequent fare enforcement on MetroRail in a manner that promotes compliance through administrative fines
- ◆ Improve Cost Effectiveness – Continue budgeting accountability/refinement of operations through increased use of spreadsheet advanced functions.
- ◆ Improve Tools, Technology & Vehicles – Develop CMRS programs that allow direct entry and retrieval of names in reports

Security Department Organizational Chart



Major Budgetary Changes

- ◆ **Salaries & Benefits** – Merger of law enforcement officers with regular Security personnel and the addition of a fare enforcement officer
- ◆ **Services** – Merger of law enforcement officers with regular Security personnel and the transfer of contracted security services to the Security Department from the former Safety & Security Department
- ◆ **Materials & Supplies** - Replacement of antiquated and out of warranty cameras and access control equipment
- ◆ **Utilities** – Cell phones and PDA device service fees
- ◆ **Miscellaneous/Other** – Equipment for new fare enforcement position

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARIES	\$ 937,166	\$ 969,240	\$ 1,351,574	\$ 382,334
BENEFITS	\$ 78,566	\$ 76,551	\$ 111,877	\$ 35,326
SERVICES	\$ -	\$ -	\$ 946,935	\$ 946,935
MATERIALS & SUPPLIES	\$ -	\$ -	\$ 31,374	\$ 31,374
UTILITIES	\$ -	\$ -	\$ 1,380	\$ 1,380
MISCELLANEOUS	\$ -	\$ -	\$ 2,500	\$ 2,500
TOTAL EXPENSES	\$ 1,015,733	\$ 1,045,791	\$ 2,445,640	\$ 1,399,849

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; manages outside legal services; and manages the agency's records management program.

The Board of Director's Liaison coordinates meetings and provides support to the Board of Directors and President/Chief Executive Officer by facilitating the flow of information between the Board and staff to ensure an effective and efficient Board process. The Board Liaison also works with Legal to ensure compliance with the Texas Transportation Code, Section 451, and Texas Open Meetings Act requirements.

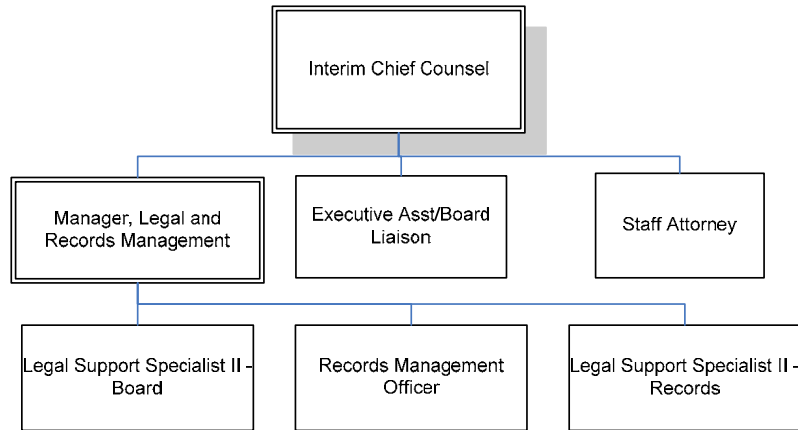
FY 2010 Accomplishments

- ◆ Improve Cost Effectiveness – Re-negotiated rates for existing contracts for agency cost savings
- ◆ Improve Knowledge, Skills & Abilities – Continued training and upgrade of the Agenda Management Software System for increased efficiency across the agency
- ◆ Improve & Integrate Business Practices & Accountability – Implemented new policies and procedures for communication and operations with the Board of Directors

FY2011 Planned Initiatives

- ◆ Improve & Integrate Business Practices & Accountability – Revise outside legal contracts to reflect best practices and related Board policies and refine and document standard procedures for administering contracts
- ◆ Improve & Integrate Business Practices & Accountability – Revise real estate and procurement contracts to reduce risk and exposure to the Authority
- ◆ Improve Cost Effectiveness – Continue efforts to minimize network and outside data storage in all departments for additional cost savings and optimal use of eDocs (Hummingbird) with appropriate support from IT
- ◆ Improve Organization Alignment – Assist in the development and implementation of a new labor organization structure

Legal Department Organizational Chart



Major Budgetary Changes

- ◆ **Salaries and Benefits** – Increased due to adding a staff attorney
- ◆ **Services** – Increased outside legal counsel costs due to ongoing need for legal services
- ◆ **Miscellaneous** – Decreased board members’ travel and eliminated stipend for board members

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARIES	\$ 459,465	\$ 405,122	\$ 478,330	\$ 73,208
BENEFITS	\$ 36,399	\$ 30,451	\$ 37,108	\$ 6,657
SERVICES	\$ 1,037,248	\$ 1,571,026	\$ 1,617,195	\$ 46,169
MATERIALS & SUPPLIES	\$ 13,692	\$ 14,290	\$ 15,100	\$ 810
UTILITIES	\$ 212	\$ 320	\$ 324	\$ 4
MISCELLANEOUS	\$ 57,599	\$ 63,235	\$ 52,945	\$ (10,290)
TOTAL EXPENSES	\$ 1,604,615	\$ 2,084,443	\$ 2,201,002	\$ 116,559

Finance

Functions and Responsibilities

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

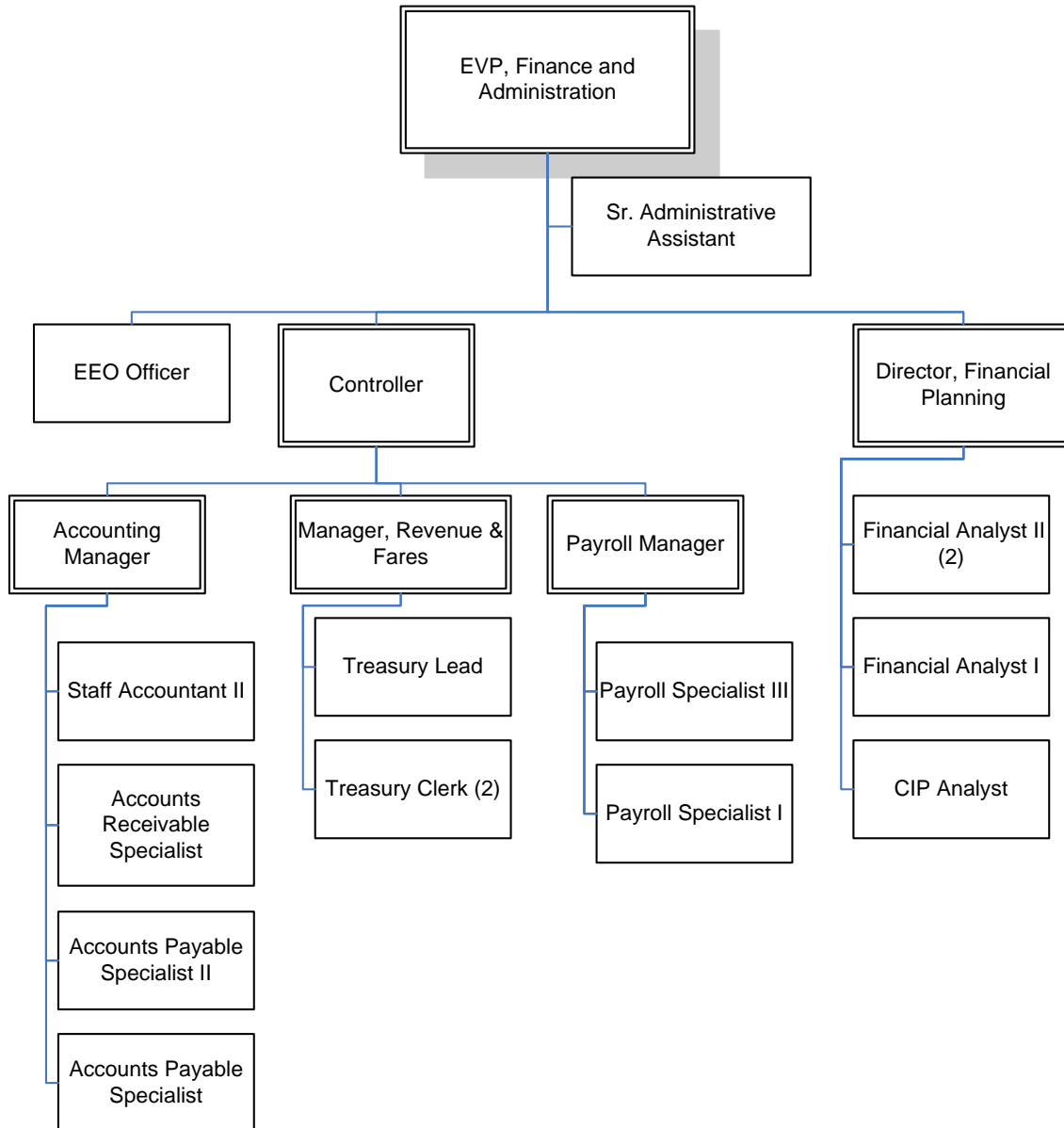
FY 2010 Accomplishments

- ◆ **Integrate Business Practices** – Implemented the fare collection and control system for MetroRail
- ◆ **Build & Sustain Effective Business Partnerships** – Amended Interlocal Agreement with the City of Austin to ensure financial sustainability
- ◆ **Improve Communications** – Redesigned the format and content of the monthly financial status report for the Board of Directors
- ◆ **Improve Communications** – The Government Finance Officers Association awarded Capital Metro the Distinguished Budget Presentation Award for the Fiscal Year 2010 Budget Book and the Certificate of Achievement for Excellence in Financial Reporting for the Fiscal Year 2008 Comprehensive Annual Financial Report (CAFR).
- ◆ **Improve Communications** – Published the Fiscal Year 2011-2015 Capital Improvement Plan for Capital Metro in support of Sunset Staff Report recommendations
- ◆ **Improve Communications** – Provided on-line access to key financial reports by the general public as recommended by the Texas Controller Leadership Circle

FY2011 Planned Initiatives

- ◆ **Improve Communications** – In concert with departments, incorporate key program performance measures for each department in the Fiscal Year 2012 Budget Book

Finance Department Organizational Chart





Major Budgetary Changes

- ◆ **Salaries and Benefits** – There is a net decrease in this category due to the following: capitalized labor for the implementation of a fare collection system for MetroRail; and two new positions, a Capital Improvement Process Analyst and a Treasury lead.
- ◆ **Services** – A financial advisor has been added part of the year to advise on financial issuance of debt and assist with future potential funding scenarios.
- ◆ **Materials & Supplies** – Additional tickets and passes for MetroRail accounts for the increase in this budget category
- ◆ **Interest Expense** – A decrease in interest expense is reflected in the FY 2011 budget due to the amortization of the rail lease purchase

	<i>FY2009</i>		<i>FY2010</i>		<i>FY2011</i>		<i>Variance FY2011</i>
	<i>Actual</i>		<i>Budget</i>		<i>Budget</i>		<i>VS FY2010</i>
SALARIES	\$	1,233,728	\$	1,389,960	\$	1,356,028	\$ (33,932)
BENEFITS	\$	110,860	\$	131,474	\$	134,233	\$ 2,759
SERVICES	\$	477,375	\$	471,705	\$	505,136	\$ 33,431
MATERIALS & SUPPLIES	\$	228,044	\$	206,683	\$	269,585	\$ 62,902
UTILITIES	\$	664	\$	720	\$	-	\$ (720)
MISCELLANEOUS	\$	201,136	\$	98,625	\$	100,870	\$ 2,245
CAPITALIZATION OF SALARY & WAGES	\$	-	\$	-	\$	(22,061)	\$ (22,061)
INTEREST	\$	1,218,652	\$	1,255,280	\$	1,006,742	\$ (248,538)
TOTAL EXPENSES	\$	3,470,459	\$	3,554,447	\$	3,350,533	\$ (203,914)

Information Technology

Functions and Responsibilities

The Information Technology (IT) department provides strategic planning and implementation of all technology projects, ensures the integrity, availability, and security of all Capital Metro data systems, and provides reliable network and telephone services. In addition, the IT department is responsible for procurement, installation and day-to-day support of all installed hardware and software and 24x7 support of mission critical systems.

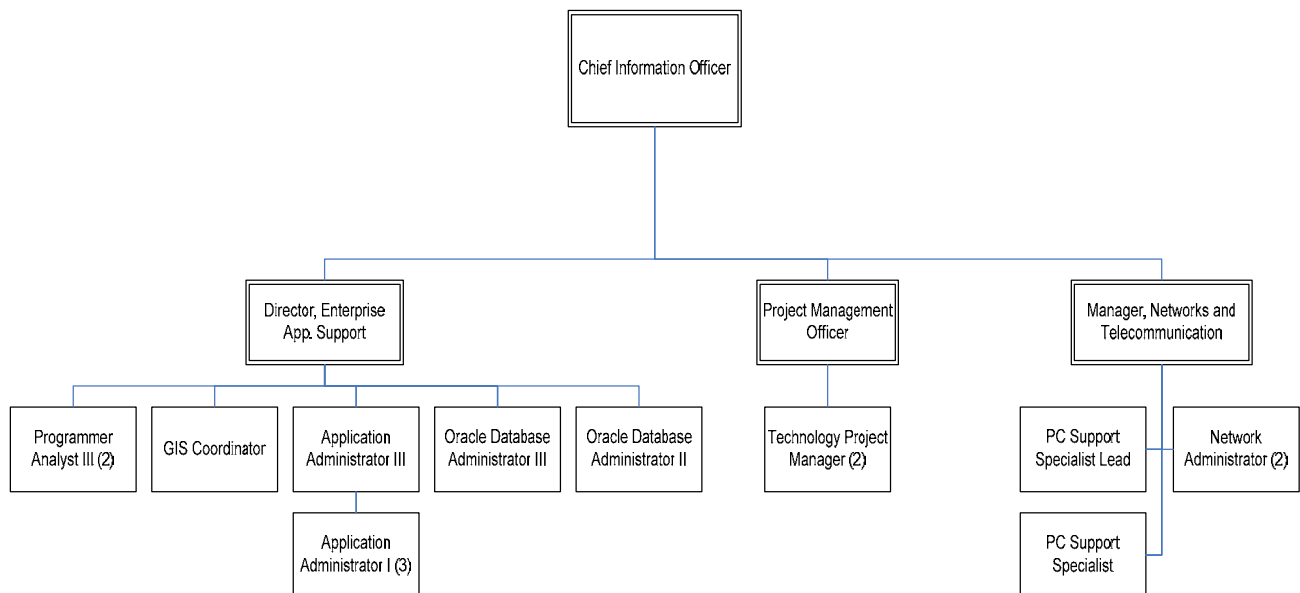
FY 2010 Accomplishments

- ◆ Improve Design & Allocation of Services – Implemented Rail System
- ◆ Improve Service Delivery – Enhanced Rider Information Systems (IVR, Web Page, Dynamic Message Signs for Rail)
- ◆ Increase Revenue – Implemented new Fare Collection Ticket Vending Machines
- ◆ Improve Tools, Technology, & Vehicles – Continued implementation of Automatic Vehicle Location system for Rail.

FY2011 Planned Initiatives

- ◆ Improve Service Delivery – Begin implementation of Bus Rapid Transit mode.
- ◆ Improve Tools, Technology & Vehicles – Finish Automatic Vehicle Location implementation project for Fixed Route and Rail.
- ◆ Improve Service Delivery – Continue enhancing Rider Information Systems (IVR, Web Page, Next Bus, etc.).
- ◆ Improve Communications – Redesign website.

Information Technology Department Organizational Chart





Major Budgetary Changes

- ◆ **Salaries & Benefits** – Transferred one employee to Commuter Rail department
- ◆ **Services** – Increases in software maintenance contracts are anticipated
- ◆ **Miscellaneous/Other** – Budgeted for purchase of miscellaneous computer hardware
- ◆ **Capitalization of Salary & Wages** – Budgeted for planned capital projects

	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>Variance FY2011</i>
	<i>Actual</i>	<i>Budget</i>	<i>Budget</i>	<i>VS FY2010</i>
SALARIES	\$ 1,789,013	\$ 1,723,413	\$ 1,541,655	\$ (181,757)
BENEFITS	\$ 131,335	\$ 126,491	\$ 116,851	\$ (9,640)
SERVICES	\$ 1,147,979	\$ 1,201,506	\$ 1,453,390	\$ 251,884
MATERIALS & SUPPLIES	\$ 6,253	\$ 8,085	\$ 6,085	\$ (2,000)
UTILITIES	\$ 358,088	\$ 416,003	\$ 428,192	\$ 12,189
MISCELLANEOUS	\$ 52,205	\$ 26,030	\$ 59,080	\$ 33,050
CAPITALIZATION OF SALARY & WAGES	\$ (408,710)	\$ -	\$ (100,000)	\$ (100,000)
TOTAL EXPENSES	\$ 3,076,162	\$ 3,501,527	\$ 3,505,253	\$ 3,726

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.

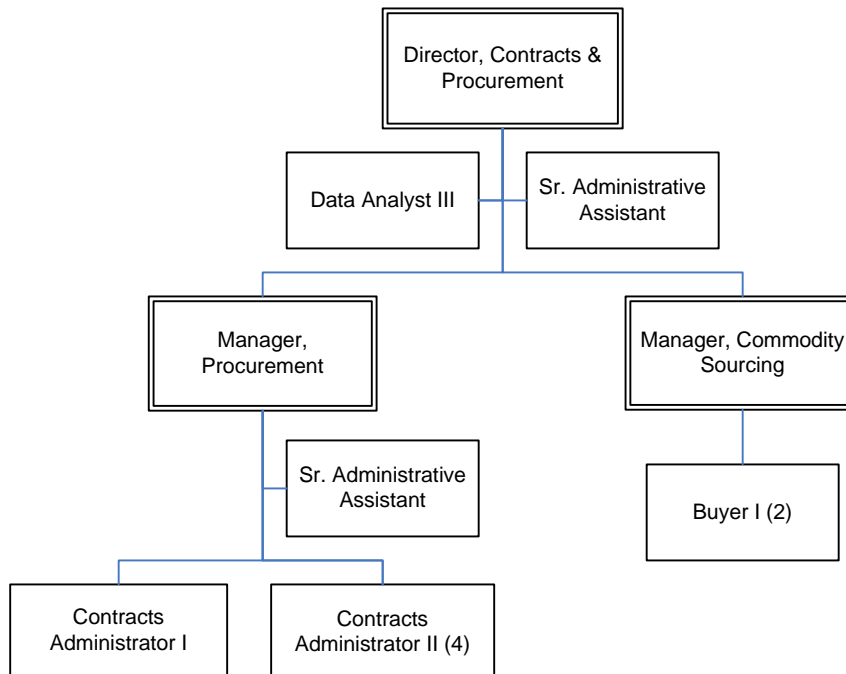
FY 2010 Accomplishments

- ◆ Improve & Integrate Business Practices & Accountability – Mapped, Analyzed and Improved the Procurement Planning Process
- ◆ Improve Knowledge, Skills & Abilities – Provided project manager training; small purchasing training and Inter-governmental Purchase Agreement training to internal staff
- ◆ Improve Tools, Technology & Vehicles – Reviewed and updated desktop procedures
- ◆ Improve & Integrate Business Practices & Accountability - Monitored and adjusted contract management plans

FY2011 Planned Initiatives

- ◆ Increase Value to the Community – External training for vendors on how to respond to solicitations
- ◆ Improve Cost Effectiveness – Develop cost savings/cost avoidance initiatives for 2012
- ◆ Improve Tools, Technology & Vehicles – Develop measures that reflect effective contract management for contract administrators and project managers to include in performance management plans

Procurement Department Organizational Chart





Major Budgetary Changes

- ◆ **Salaries & Benefits** – Decrease due to realignment in department positions
- ◆ **Materials & Supplies** – Decrease in office supplies to correspond with department needs
- ◆ **Miscellaneous/Other** – Travel related accounts increased due to travel for training and personnel certifications

	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>Variance FY2011</i>
	<i>Actual</i>	<i>Budget</i>	<i>Budget</i>	<i>VS FY2010</i>
SALARIES	\$ 833,214	\$ 879,016	\$ 857,234	\$ (21,782)
BENEFITS	\$ 64,730	\$ 65,978	\$ 66,271	\$ 293
SERVICES	\$ 21,747	\$ -	\$ -	\$ -
MATERIALS & SUPPLIES	\$ 4,251	\$ 6,495	\$ 5,325	\$ (1,170)
MISCELLANEOUS	\$ 12,065	\$ 13,469	\$ 19,244	\$ 5,775
TOTAL EXPENSES	\$ 936,008	\$ 964,958	\$ 948,074	\$ (16,884)

Contracted Services

Functions and Responsibilities

The Contracted Services department (formerly Purchased Transportation) manages oversight of Capital Metro's private fixed route services contractors. Costs related to Contracted Fixed Route – Local Service, Rural Services, and UT Shuttle routes are captured in the Contracted Services Department. There are three private contractors managed under this department; Capital Area Rural Transportation System (CARTS), First Transit and Veolia. Local Service including Flyer service is presently provided by both First Transit and Veolia. The University of Texas Shuttle is currently provided by First Transit. Rural services and limited demand response service in outlying areas is provided by CARTS at the present time.

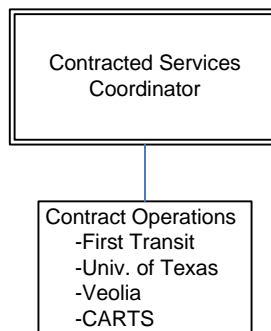
FY 2010 Accomplishments

- ◆ Build & Sustain Effective Strategic Partnerships – Negotiated and implemented new interlocal agreements with the University of Texas and CARTS.
- ◆ Improve Management & Coordination of Service Providers – Implemented new contract for Fixed Route Local Service, and conducted a competitive procurement for UT Shuttle services contractor.
- ◆ Improve Service Delivery – Regular monitoring of contractor performance measures, including the identification of areas where action plans are needed to achieve service improvement.

FY2011 Planned Initiatives

- ◆ Improve Tools, Technology & Vehicles – Implement ITS technologies, including appropriate business process changes.
- ◆ Improve Management & Coordination of Service Providers – Finalize, award and implement new contract for UT Shuttle services contractor.
- ◆ Improve Service Delivery – Regular monitoring of contractor performance measures, including the identification of areas where action plans are needed to achieve service improvement.

Contracted Services Department Organizational Chart





Major Budgetary Changes

- ◆ **Purchased Transportation** – Hourly billing rates with contractors increased per contract agreements; adjustments were made in services assigned to each provider with corresponding garage changes

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARIES	\$ 68,175	\$ 61,833	\$ 63,002	\$ 1,169
BENEFITS	\$ 4,693	\$ 4,686	\$ 4,918	\$ 232
SERVICES	\$ 175,208	\$ -	\$ -	\$ -
MATERIALS & SUPPLIES	\$ 2	\$ -	\$ -	\$ -
UTILITIES	\$ 714	\$ 780	\$ 780	\$ -
PURCHASED TRANSPORTATION	\$ 18,628,405	\$ 20,631,014	\$ 22,560,000	\$ 1,928,985
MISCELLANEOUS	\$ 2	\$ 2,250	\$ -	\$ (2,250)
TOTAL EXPENSES	\$ 18,877,200	\$ 20,700,564	\$ 22,628,699	\$ 1,928,136

Rideshare

The MetroRideShare 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 assessment of performance 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

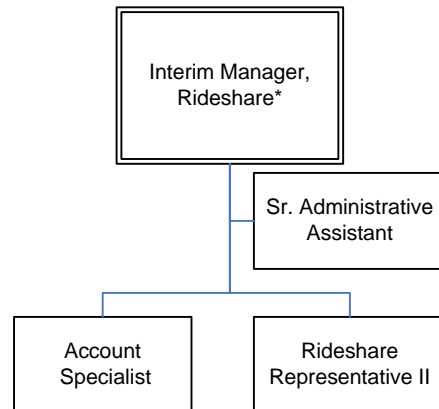
FY 2010 Accomplishments

- ◆ Improve Customer Satisfaction & Loyalty – Provided over 250,000 passenger trips in FY 2010
- ◆ Improve Customer Satisfaction & Loyalty – Conducted Rideshare Customer Satisfaction Survey and focus groups to gain information on Rideshare business model Improvements and implemented some recommendations.
- ◆ Improve & Integrate Business Practices & Accountability – Streamlined processes to improve document management in the Rideshare department.
- ◆ Improve & Integrate Business Practices & Accountability – Improved business process by bringing Rideshare Maintenance function from StarTran to the Capital Metro Rideshare department. This improves accountability for business process and financial sustainability.

FY2011 Planned Initiatives

- ◆ Improve Design & Allocation of Services – Implement Van based rail shuttles to increase ridership and vanpool participation
- ◆ Improve Cost Effectiveness – Develop Rideshare Business Plan to consider vehicle and service delivery options
- ◆ Improve Customer Satisfaction & Loyalty – Continue Customer Satisfaction outreach and Rideshare focus group meetings
- ◆ Improve Communications – Develop an overall marketing strategy to communicate the value of Ride sharing

Rideshare Department Organizational Chart



*Manager, Rideshare is not budgeted for FY 2011; Program Manager, Performance Information is responsible for this department but budgeted in Strategic Management

Major Budgetary Changes

- ◆ **Salaries & Benefits** – One employee transferred to Rideshare department from vehicle maintenance.
- ◆ **Services** – Maintenance and repair of vehicles transferred to Rideshare department from vehicle maintenance departments.
- ◆ **Materials & Supplies** – Increased due to anticipated fuel prices
- ◆ **Taxes** – Inspection certificates for Rideshare vehicles are now charged to this department
- ◆ **Miscellaneous/Other** – Registrations for Rideshare vehicles are now charged to this department

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARIES	\$ 142,330	\$ 138,490	\$ 196,635	\$ 58,145
BENEFITS	\$ 16,299	\$ 10,464	\$ 15,366	\$ 4,902
SERVICES	\$ 44,455	\$ 17,500	\$ 186,828	\$ 169,328
MATERIALS & SUPPLIES	\$ 215,665	\$ 326,634	\$ 357,982	\$ 31,348
TAXES	\$ -	\$ -	\$ 5,003	\$ 5,003
PURCHASED TRANSPORTATION	\$ 569	\$ 576	\$ 576	\$ -
MISCELLANEOUS	\$ 1,071	\$ 1,295	\$ 13,166	\$ 11,871
TOTAL EXPENSES	\$ 420,389	\$ 494,959	\$ 775,557	\$ 280,597

Planning

Planning functions are divided into six major areas of responsibility including: Service Planning, Long-Range Planning, Scheduling, Service Analysis, Transit Oriented Development and Rideshare. Each function is designed to support the planning, development, evaluation and ultimate delivery of alternative mass transportation solutions and infrastructure.

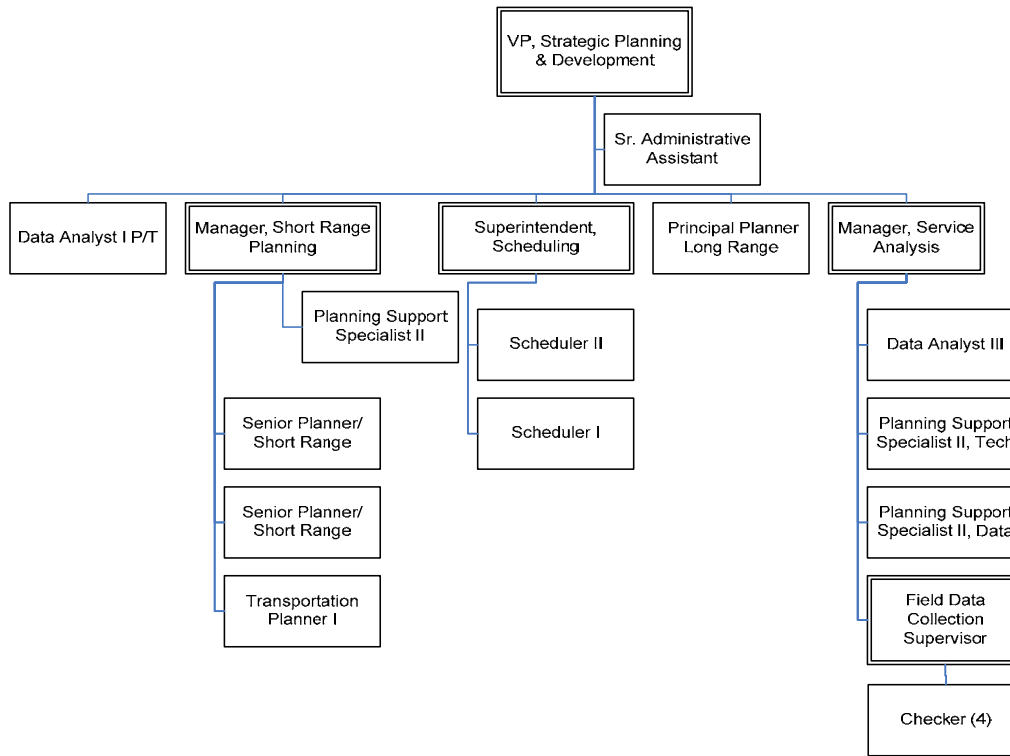
FY 2010 Accomplishments

- ◆ Improve Cost Effectiveness – Successfully implemented major route adjustments and service reductions as required by budget constraints.
- ◆ Build & Sustain Effective Strategic Partnerships – Provided direct support functions (planning and implementation) to public and private entities via our Service Planning and Transit Oriented Development staff.
- ◆ Improve Design & Allocation of Services – Completed Service Plan 2020 (formally adopted by the Board of Directors) with the first phase of changes to begin August 2010.
- ◆ Improve Service Delivery – Completed initial program structure and details to begin initiation of rail focused employer shuttles using Rideshare resources.

FY2011 Planned Initiatives

- ◆ Improve Cost Effectiveness – Implement January 2011 and August 2011 service changes with an emphasis on increasing transit ridership within existing budgeted resources.
- ◆ Build & Sustain Effective Strategic Partnerships – Continue to coordinate with City of Austin and auxiliary public and private entities in the design and development of the first Rapid Bus Line.
- ◆ Improve Service Delivery – Implement first phase of expanded Rail service (Peak Period Adjustment + Midday) and supportive transit improvements.
- ◆ Increase Value to the Community – Participate in direct customer outreach to promote the existence and benefit of Capital Metro services.

Planning Department Organizational Chart



Major Budgetary Changes

- ◆ **Salaries and Benefits** – No dollars were applied to capital projects in FY 2011
- ◆ **Services** – Professional services were reduced as a result of mandatory budget reductions
- ◆ **Miscellaneous/Other** – Some additional funding was included for professional development, as well as minor increases in supplies

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARIES	\$ 1,087,840	\$ 1,120,050	\$ 1,190,677	\$ 70,627
BENEFITS	\$ 82,355	\$ 82,646	\$ 89,222	\$ 6,576
SERVICES	\$ 634,447	\$ 652,021	\$ 363,681	\$ (288,340)
MATERIALS & SUPPLIES	\$ 10,660	\$ 10,022	\$ 12,576	\$ 2,554
UTILITIES	\$ 2,552	\$ 1,440	\$ 3,240	\$ 1,800
MISCELLANEOUS	\$ 7,165	\$ 5,826	\$ 16,096	\$ 10,270
CAPITALIZATION OF SALARY & WAGES	\$ (39,253)	\$ (60,000)	\$ -	\$ 60,000
TOTAL EXPENSES	\$ 1,785,765	\$ 1,812,005	\$ 1,675,492	\$ (136,513)

Marketing

Functions and Responsibilities

The Marketing department oversees strategic marketing, brand management, graphic design, customer literature production and distribution, special events planning and implementation. Major responsibilities include increasing ridership through the promotion of routes and services, working with the Communications and Business & Community Development departments to inform the public of planned initiatives and improvements, communicating routes and services to customers at point of sale, and increasing awareness of Capital Metro's services through advertising, collateral development, website, 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.

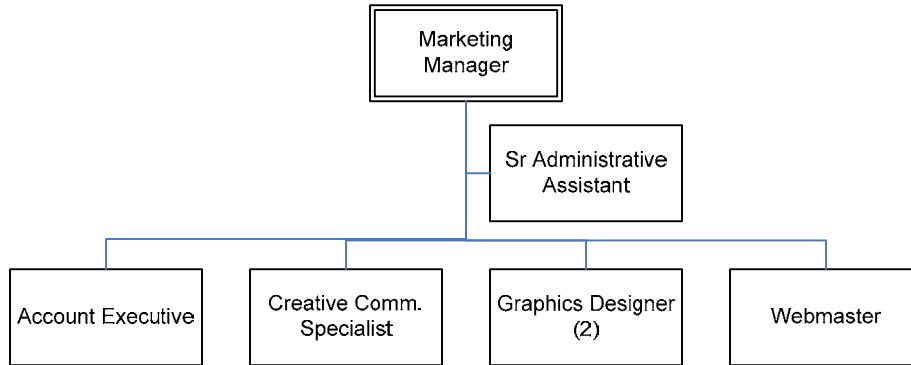
FY 2010 Accomplishments

- ◆ Increase Value to the Community – Produced collateral, website updates and messaging for multiple outreach efforts including MetroRail launch activities, Sunset Review report, MetroRapid, plus January, June, and August Service Changes.
- ◆ Increase Customer Satisfaction & Loyalty – Oversaw the second phase of the bus stop signage replacement with installation of IDU signage and continuing replacement of signage and customer information at major transfer points.
- ◆ Increase Customer Satisfaction & Loyalty – Produced audience-specific materials on navigating Capital Metro services for new users, UT Students, bicyclists, downtown Austin visitors and the Trail of Lights

FY2011 Planned Initiatives

- ◆ Increase Revenues – Development of campaign, collateral, and training materials in support of new MetroRail ridership campaign.
- ◆ Increase Revenues – Coordinate working group looking at options for fare increases and potential implementation of smartcard fare system.
- ◆ Improve Customer Satisfaction & Loyalty – Redesign of Capital Metro website to increase intuitiveness, functionality and usability.
- ◆ Improve Customer Satisfaction & Loyalty – Preparation of all schedules, maps and information necessary for customers to navigate Capital Metro.

Marketing Department Organizational Chart



Major Budgetary Changes

- ◆ **Salaries and Benefits** – Addition of a webmaster and deletion of a vice president resulted in a net decrease
- ◆ **Services** – Reduced outside marketing consultant services

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARIES	\$ 524,674	\$ 490,689	\$ 450,488	\$ (40,201)
BENEFITS	\$ 38,508	\$ 35,485	\$ 35,323	\$ (162)
SERVICES	\$ 426,190	\$ 510,500	\$ 387,640	\$ (122,860)
MATERIALS & SUPPLIES	\$ 557,026	\$ 410,000	\$ 423,216	\$ 13,216
UTILITIES	\$ 516	\$ 63	\$ -	\$ (63)
MISCELLANEOUS	\$ 305,550	\$ 251,207	\$ 260,550	\$ 9,343
TOTAL EXPENSES	\$ 1,852,463	\$ 1,697,944	\$ 1,557,217	\$ (140,727)

Business & Community Development

Functions and Responsibilities

The Business & Community Development department includes community engagement, business development, customer service and the disadvantaged business enterprise (DBE) program. Major responsibilities include increasing public awareness about the value of public transportation, increasing transit advertising revenue, increasing ticket and pass sales, developing “pilot” programs that provide enhanced customer service, creating community partnerships that promote Capital Metro products and services and increasing procurement opportunities with certified DBEs. All of these activities increase ridership and enhance community partnerships for a return on taxpayer investment.

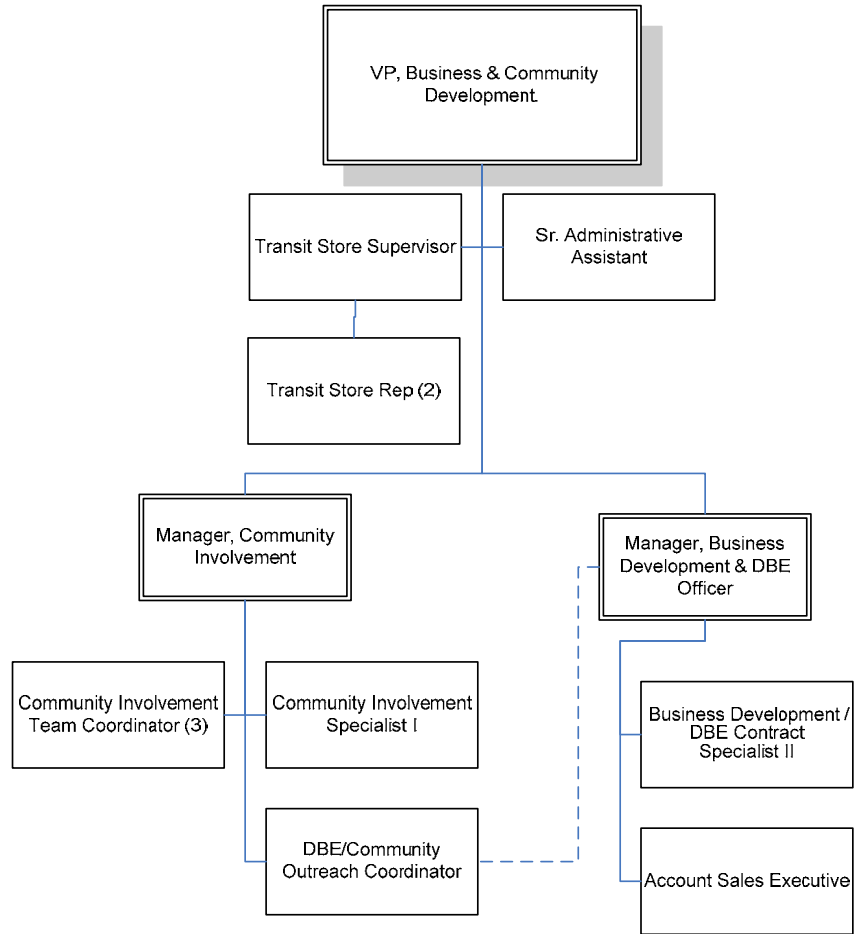
FY 2010 Accomplishments

- ◆ Improve Customer Satisfaction & Loyalty – Implemented community engagement activities with over 700 presentations representing over 2000 hours of public education, using the Bleiker Informed Consent Technique to inform major stakeholders and other potentially affected interests about Capital Metro products and services - e.g., Service Plan 2020, MetroRail Red Line, Fare Adjustment and other critical mission initiatives.
- ◆ Build & Sustain Effective Strategic Partnerships – Continued the implementation of a comprehensive Transit Education Program, including but not limited to, Rail Safety with over 20 community partners in 81 schools along the rail ROW and by continuing strategic partnerships with Operation Lifesaver, Amtrak, FRA, Boy Scouts of America and the Lone Star Chapter of the Girl Scouts.
- ◆ Increase Revenue – Met 65% of the revenue goal for Transit Advertising.
- ◆ Increase Value to the Community – Expanded the Business Diversity Program (Disadvantaged Business Enterprise and Supplier Diversity) by meeting the agency’s annual 22% FTA goal and providing procurement information, DBE counseling, implementation of 3 Memorandums of Understanding with minority chambers and monitoring Title VI compliance.

FY2011 Planned Initiatives

- ◆ Improve Customer Satisfaction & Loyalty – Implement the Board adopted Capital Metro Community Involvement Policy to meaningfully engage community stakeholders in policy development, planning, programs and service delivery. FY 2011 initiatives will include, but are not limited to, Service Changes, FY2012 Budget Development, MetroAccess policy changes, ADA Policy outreach, MetroRapid Program implementation and support for Board appointed committees.
- ◆ Increase Value to the Community; Build & Sustain Effective Strategic Partnerships –Implement a formal Transit Ambassadors program and maintain implementation of Transit Education initiatives. Monitor implementation of three-year DBE goal of 23% to meet federal regulations.
- ◆ Increase Revenue – Implement new transit advertising initiatives to generate additional revenue.

Business & Community Development Department Organizational Chart



Major Budgetary Changes

- ◆ **Services** – Includes funding for basic needs transportation fund
- ◆ **Miscellaneous/Other** – Reduced budget for travel related expenses and transferred various community organization dues to CEO Department

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARIES	\$ 875,318	\$ 820,340	\$ 836,707	\$ 16,367
BENEFITS	\$ 66,114	\$ 60,888	\$ 64,232	\$ 3,344
SERVICES	\$ 136,960	\$ 158,810	\$ 407,000	\$ 248,190
MATERIALS & SUPPLIES	\$ 13,668	\$ 18,253	\$ 14,758	\$ (3,495)
UTILITIES	\$ 1,889	\$ 2,883	\$ 2,883	\$ -
MISCELLANEOUS	\$ 54,080	\$ 69,740	\$ 16,895	\$ (52,845)
TOTAL EXPENSES	\$ 1,148,028	\$ 1,130,914	\$ 1,342,475	\$ 211,561

Customer Service

Functions and Responsibilities

The mission of the Customer Service department is to furnish quality 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.

Customer service representatives provide the most efficient transit route information (schedules, transfers, delays, special events, etc), ensure customer issues are addressed in a timely manner, and route customer comments to the appropriate department action officer for response and resolution.

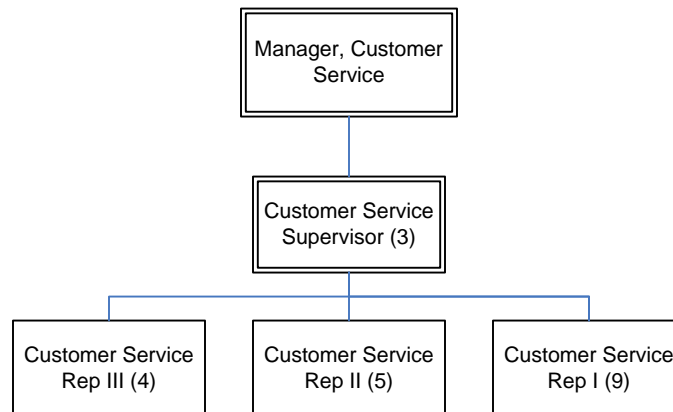
FY 2010 Accomplishments

- ◆ Improve Customer Satisfaction & Loyalty – For the 12 months ending July 2010, answered 935,419 customer calls with live agents, an increase of 6.5% over the prior 12 months, while processing an additional 617,664 calls exclusively through the Interactive Voice Response (IVR) system. Met call abandonment goal 4 out of 10 months and service level goal 8 out of 10 months through July 2010.
- ◆ Improve Customer Satisfaction & Loyalty - For the 12 months ending July 2010, recorded 9,947 Customer Call Reports, down 10% compared to the prior 12 months.
- ◆ Improve Customer Satisfaction & Loyalty – Prepared staff to assist customers with MetroRail inquiries.

FY2011 Planned Initiatives

- ◆ Improve Customer Satisfaction & Loyalty – Answer a projected volume of 1,003,394 calls with live agents.
- ◆ Improve Customer Satisfaction & Loyalty – Implement the Customer Service portion of the Intelligent Transportation System initiative, currently under development throughout the Authority.

Customer Service Organizational Chart





Major Budgetary Changes

- ◆ **Salaries** – Reduction in daily call center hours
- ◆ **Services** – Increase in temporary labor expenses
- ◆ **Materials & Supplies** – Increase due to need for repair of kitchen appliance

	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>Variance FY2011</i>
	<i>Actual</i>	<i>Budget</i>	<i>Budget</i>	<i>VS FY2010</i>
SALARIES	\$ 696,661	\$ 785,904	\$ 778,612	\$ (7,292)
BENEFITS	\$ 52,628	\$ 56,001	\$ 58,902	\$ 2,901
SERVICES	\$ 126,410	\$ 19,284	\$ 40,546	\$ 21,262
MATERIALS & SUPPLIES	\$ 1,339	\$ 1,512	\$ 2,605	\$ 1,093
UTILITIES	\$ 496	\$ 600	\$ 600	\$ -
MISCELLANEOUS	\$ 7,508	\$ 6,588	\$ 6,955	\$ 367
TOTAL EXPENSES	\$ 885,042	\$ 869,889	\$ 888,219	\$ 18,330

Human Resources

Functions and Responsibilities

The Human Resources department's mission is to partner with our 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 and StarTran department needs;
- Manage benefits programs to meet employee needs and satisfy labor agreement requirements;
- Administer compensation and performance management programs;
- Coordinate staff development and training programs to enhance employees' knowledge, skills and abilities; and
- Develop and administer human resources policies and procedures to comply with federal, state and local regulations.

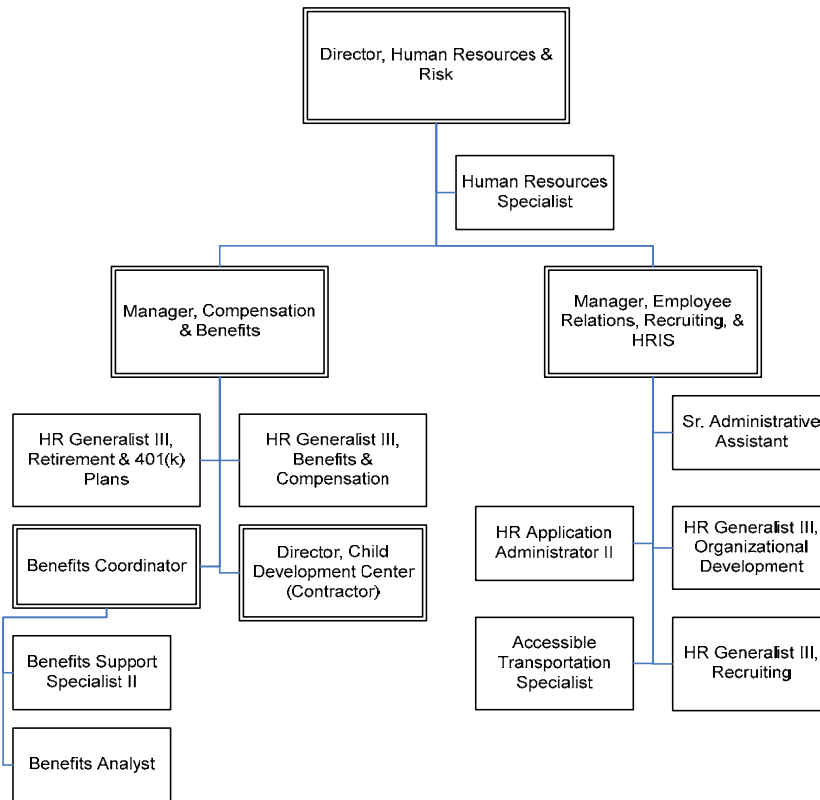
FY 2010 Accomplishments

- ◆ Improve Knowledge, Skills & Abilities – Completed supervisor and manager needs assessment to determine skill gaps. Delivered presentation skills, effective meeting management and project management training.
- ◆ Improve Employee Empowerment & Ownership – Facilitated employee communications and engagement processes on Sunset Commission recommendations.
- ◆ Improve Organizational Alignment – Provided support to Board of Directors for President/CEO recruitment and selection.
- ◆ Improve Cost Effectiveness – Transitioned Health Plan administration and network to United Health Care resulting in reduced health care costs.

FY2011 Planned Initiatives

- ◆ Improve Employee Empowerment & Ownership – Develop and monitor employee environment key performance indicators.
- ◆ Improve Organizational Alignment – Implement organizational changes to address Sunset Commission recommendations.
- ◆ Improve Knowledge, Skills & Abilities – Identify low cost solutions to continue to address supervisor and manager skill gaps and support Operations training initiatives.
- ◆ Improve Cost Effectiveness – Develop strategies to ensure compliance with the Health Reform Act and continue cost saving measures in the health plan benefit programs.

Human Resources Department Organizational Chart



Major Budgetary Changes

- ◆ **Salaries & Benefits** – Increase due to new position whose duties will reduce the need for recruiting contracted services; benefits increased as housing and relocation for the new President/CEO were added
- ◆ **Services** – Decreased contract costs by adding staff to the department to handle recruiting duties
- ◆ **Materials & Supplies** – Reduced printing expense
- ◆ **Miscellaneous/Other** – Reduced employee recognition program and decreased newspaper media

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARIES	\$ 890,742	\$ 880,170	\$ 931,509	\$ 51,338
BENEFITS	\$ 101,930	\$ 123,259	\$ 233,559	\$ 110,299
SERVICES	\$ 475,991	\$ 354,530	\$ 325,607	\$ (28,923)
MATERIALS & SUPPLIES	\$ 16,884	\$ 19,000	\$ 14,000	\$ (5,000)
UTILITIES	\$ 619	\$ 300	\$ 960	\$ 660
MISCELLANEOUS	\$ 95,934	\$ 33,290	\$ 23,290	\$ (10,000)
TOTAL EXPENSES	\$ 1,582,099	\$ 1,410,550	\$ 1,528,924	\$ 118,375

Risk Management

Functions and Responsibilities

The mission of the Risk Management department is to consult with other departments 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. Risk Management 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, Risk Management manages our award winning Wellness Program and Fitness Centers. Risk Management works closely with our food services contractor to improve employee nutrition while raising awareness of the need to eat healthy, nutritious food via the Healthy Options Coupon Program. This department also administers all aspects of the Family Medical Leave Act, Short-Term Disability, Long-Term Disability, and the Drug and Alcohol Program.

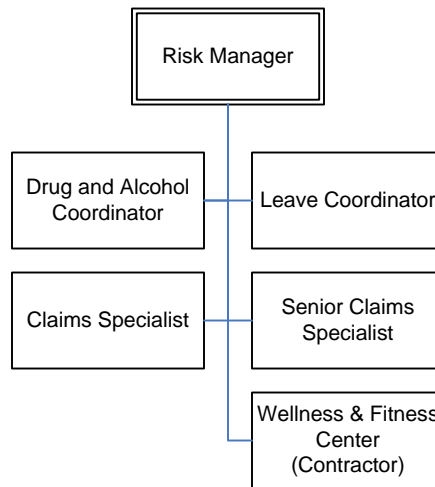
FY 2010 Accomplishments

- ◆ Improve Cost Effectiveness; Increase Revenue – Received a Return of Equity check for \$127,479 from the Texas Municipal League due to our positive claims experience as well as our excellent risk management and claims management practices.
- ◆ Improve Customer Satisfaction & Loyalty; Improve Environmental Stewardship – Led efforts to create Tobacco Free Zones at all Capital Metro Rail Platforms, Park and Rides, and Transfer Centers. This new policy was adopted by the Board of Directors at their July meeting and implementation will begin September 1, 2010.
- ◆ Build & Sustain Effective Strategic Partnerships – Worked with the City of Austin Health & Human Services and others to arrange for grant funding of \$324,000, which will finance the transition of our facilities to tobacco free.
- ◆ Improve Cost Effectiveness; Increase Revenue – Recovered over \$261,000 in damages caused by other parties as of the beginning of August, 2010.

FY2011 Planned Initiatives

- ◆ Improve & Integrate Business Practices & Accountability; Increase Employee Empowerment & Ownership – Improve efficiency and accuracy of reporting in all areas for which Risk Management is responsible; this includes Wellness, Accident and Injuries, FMLA and Drug and Alcohol.
- ◆ Improve Customer Satisfaction & Loyalty – Will coordinate further steps in anticipation of the transition of the Park and Rides and Transfer Centers to Tobacco Free zones which will be effective as of January 2011.
- ◆ Improve Cost Effectiveness – Work with Safety, Operations and the transportation contractors to identify, address and implement strategies that will reduce vehicle and passenger accidents and their associated costs.

Risk Department Organizational Chart



Major Budgetary Changes

- ◆ **Salaries** – Reduced intern positions
- ◆ **Benefits** – Company-wide (CMTA and StarTran) workers compensation expenses related to premiums and claims are anticipated to be lower in FY 2011
- ◆ **Utilities** – Increase in cell phones
- ◆ **Insurance** – Projected increase in cost of vehicle liability premiums
- ◆ **Miscellaneous/Other** – Reduced dues/subscriptions and personal item reimbursement

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARIES	\$ 379,090	\$ 353,840	\$ 340,134	\$ (13,706)
BENEFITS	\$ 371,688	\$ 1,053,581	\$ 980,771	\$ (72,810)
SERVICES	\$ 215,195	\$ 187,425	\$ 186,456	\$ (969)
MATERIALS & SUPPLIES	\$ 2,916	\$ 3,000	\$ 3,452	\$ 452
UTILITIES	\$ 500	\$ 300	\$ 600	\$ 300
INSURANCE	\$ 1,463,405	\$ 1,512,126	\$ 1,637,463	\$ 125,337
MISCELLANEOUS	\$ 5,555	\$ 6,285	\$ 4,954	\$ (1,331)
TOTAL EXPENSES	\$ 2,438,347	\$ 3,116,558	\$ 3,153,830	\$ 37,272

StarTran Operations Administration

Functions and Responsibilities

Operations Administration is the operational arm for Capital Metro, managing approximately 1,000 employees. As the primary service provider, StarTran oversees the major operational components. The responsibilities include:

- Fixed route bus service with approximately 450 bus operators;
- Paratransit services providing approximately 2,100 daily trips for the disabled community. This service uses vans, sedans, taxi cab providers and other contractors;
- Vehicle Maintenance performs preventive maintenance for nearly 300 buses and other fleet types; such as, paratransit vans and sedans. The Service Island also performs daily cleaning and fueling.
- Building Maintenance maintains all the buildings and equipment;
- Operations and Staff Development supports the training functions related to new hires, refresher training, return to work and accident prevention training;
- Labor relations and contract negotiations
- Personnel management for fixed route operators, paratransit operators, mechanics, service island and administrative employees.

The General Manager, Transportation Director, Paratransit Director, Maintenance Director and the Operations & Staff Development Director are the key executive personnel establishing the leadership and operational guidance for quality service to Capital Metro.

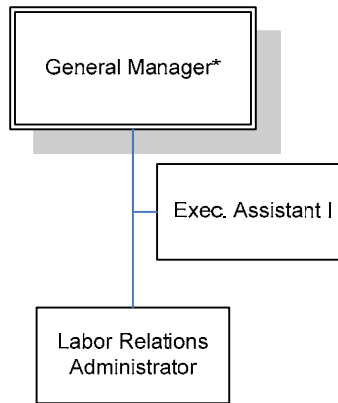
FY 2010 Accomplishments

- ◆ Improve and Integrate Business Practices & Accountability – Implemented Operational Policy and Procedures Handbook for Bargaining Unit Employees in order to maintain equal treatment in areas and enhanced employee performance throughout the organization.
- ◆ Improve Service Delivery – Successfully took over the paratransit service being provided by PTS.
- ◆ Improve Cost Effectiveness – Created employment opportunities in MetroAccess for Fixed Route Operators who would have lost a position due to reallocation of services. Worked with human resources to ensure employees did not lose key benefits.
- ◆ Improve Knowledge, Skills & Abilities – Ensured operational administrative team attended key training and peer development opportunities.
- ◆ Improve Organization Alignment – Participated with the CMTA Structure Team in the analysis and options available to the StarTran Employees based on results and reaction from the 2010 Sunset Review Report.

FY2011 Planned Initiatives

- ◆ Increase Value to the Community – Pursue additional cost saving strategies and revenue enhancements for the StarTran operation.
- ◆ Improve Organization Alignment – Create a positive team environment with newly hired personnel and build a participatory and employee driven culture.

StarTran Operations Admin Department Organizational Chart



*General Manager position will remain vacant FY 2011

Major Budgetary Changes

- ◆ **Salaries & Benefits** – Decrease due to vacant General Manager position.
- ◆ **Services** – Reduced number of arbitrations; therefore, decreased costs for arbitrators’ fees and other associated costs.
- ◆ **Materials & Supplies** – Increased costs due to printing of the collective bargaining agreement expiring June 2011. All existing and new bargaining unit employees receive a Labor Agreement Handbook.

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARIES	\$ 205,998	\$ 262,124	\$ 128,372	\$ (133,752)
BENEFITS	\$ 13,254	\$ 17,648	\$ 9,924	\$ (7,724)
SERVICES	\$ 73,100	\$ 24,000	\$ 13,600	\$ (10,400)
MATERIALS & SUPPLIES	\$ 10,363	\$ 3,000	\$ 8,040	\$ 5,040
UTILITIES	\$ 738	\$ 600	\$ 780	\$ 180
MISCELLANEOUS	\$ 7,092	\$ 11,576	\$ 7,929	\$ (3,647)
TOTAL EXPENSES	\$ 310,545	\$ 318,948	\$ 168,646	\$ (150,303)

Fixed Route Services

Functions and Responsibilities

The Fixed Route Services (FRS) department's mission is to provide safe, efficient and cost effective public transportation services in Capital Metro's service area. The department operates fixed route bus service for 45 routes including local bus service, limited stop or Flyer service, and commuter or Park & Ride Services. Fixed route bus service also ensures fleet accessibility in accordance with the Americans with Disabilities Act (ADA).

FY 2010 Accomplishments

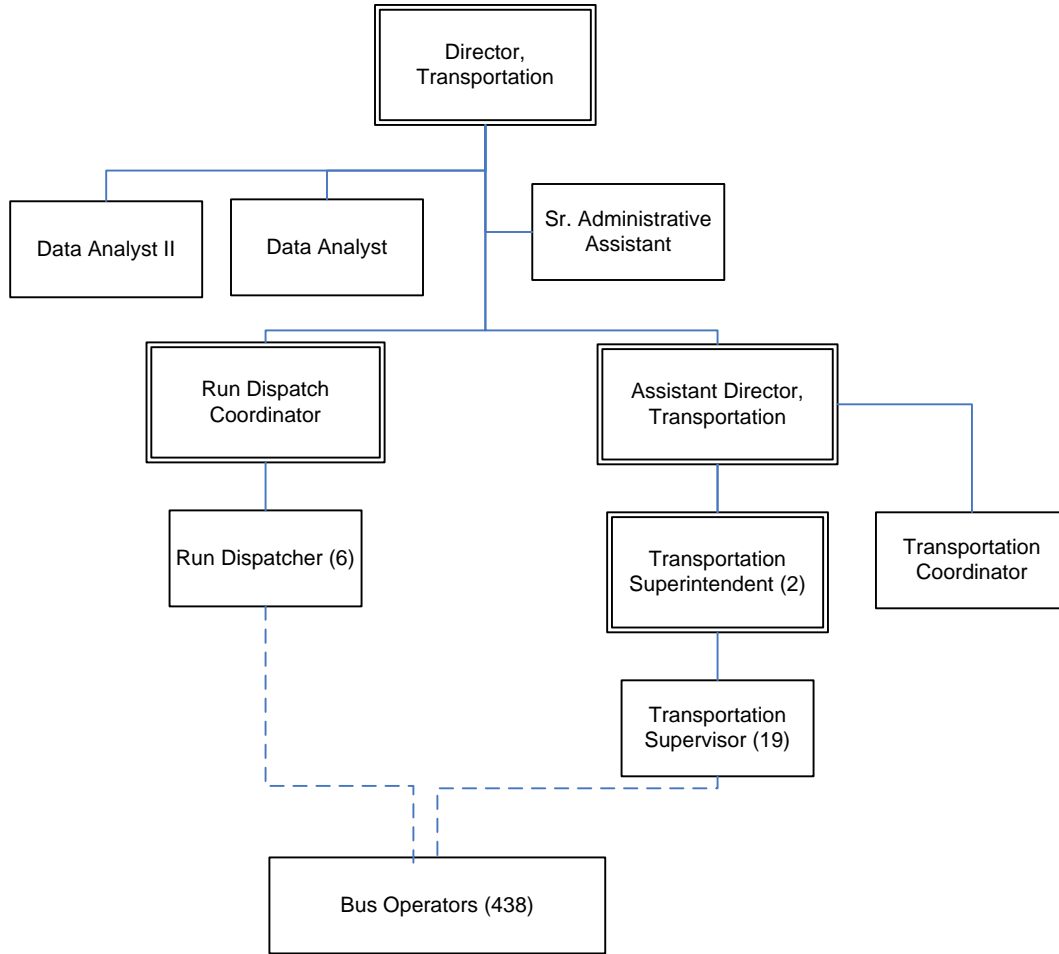
- ◆ Improve Service Delivery – Continued to decrease lost time through proactive management of service restoration process (FY2009 experienced 0.064% of service not provided, FY2010 YTD is 0.055%).
- ◆ Improve Customer Satisfaction & Loyalty – Decreased total customer complaints (FY2009 recorded 16.79 fixed route complaints per 100,000 passengers, FY2010 YTD is 13.85).
- ◆ Improve Tools, Technology & Vehicles – Implemented web-based forms for many of the most frequently utilized Bus Operator needs, allowing submission and response process to be less labor intensive and without the use of paper.

FY2011 Planned Initiatives

- ◆ Improve Tools, Technology & Vehicles – Implement ITS technologies, including appropriate business process changes.
- ◆ Improve Knowledge, Skills & Abilities – Reinstitute a program of ongoing refresher training for existing Bus Operators.
- ◆ Improve Customer Satisfaction & Loyalty – Implement programs to improve the courtesy and friendliness of Bus Operators.
- ◆ Improve Service Delivery – Continue efforts to address fixed route safety and reliability measurements.



Fixed Route Services Department Organizational Chart



Major Budgetary Changes

- ◆ **Salaries & Benefits** – includes pay increases as defined by the Collective Bargaining Agreement. This also represents a slight reduction in service hours provided by StarTran.
- ◆ **Services** – An increase is projected in Capital Metro's share of the cost for the Combined Transportation & Emergency Communication Center.

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARIES	\$ 24,798,736	\$ 23,846,296	\$ 23,441,912	\$ (404,384)
BENEFITS	\$ 3,514,529	\$ 3,269,134	\$ 3,391,445	\$ 122,311
SERVICES	\$ 515,250	\$ 474,531	\$ 490,545	\$ 16,014
MATERIALS & SUPPLIES	\$ 22,516	\$ 16,200	\$ 15,400	\$ (800)
UTILITIES	\$ 2,692	\$ 2,520	\$ 2,220	\$ (300)
MISCELLANEOUS	\$ 19,684	\$ 20,220	\$ 28,591	\$ 8,371
TOTAL EXPENSES	\$ 28,873,408	\$ 27,628,901	\$ 27,370,113	\$ (258,788)

Operations Training

Functions and Responsibilities

The Operations Training Department handles new hire training, refresher training and return to work, training.

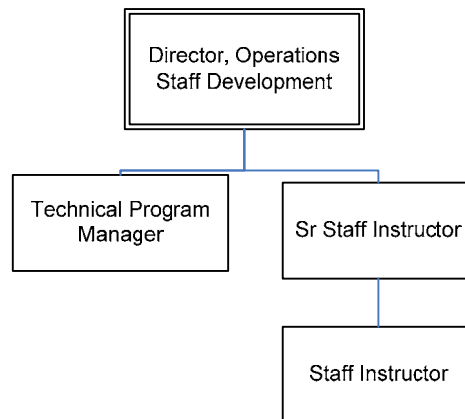
FY 2010 Accomplishments

- ◆ Increase Employee Empowerment & Ownership – International Bus ROADEO 1st place 35 foot competition.
- ◆ Employee Empowerment & Ownership – State ROADEO 1st and 2nd place 35 foot competition.
- ◆ Improve Service Delivery – Implemented a travel-training program for seniors and customers with disabilities.
- ◆ Improve Customer Satisfaction & Loyalty – Managed, developed and implemented programs that improved our employee’s ability to deliver safe, courteous and reliable service to our customers.

FY2011 Planned Initiatives

- ◆ Improve Tools, Technology, & Vehicles – Incorporate the Transit Ambassador program into the Operations training philosophy.
- ◆ Improve Knowledge, Skills & Abilities – Implement biennial refresher training for all Operations Staff.

Operations Training Department Organizational Chart





Major Budgetary Changes

- ◆ **Salaries & Benefits** – This reduction reflects the transfer of the Public Transit Travel Trainer position to MetroAccess
- ◆ **Services** – This decrease reflects the non renewal of the Drivecam managed service contract
- ◆ **Miscellaneous/Other** – Reflects different APTA roadeo locations and hotel lodging increases throughout the year and hosting two regional training workshops for the Transportation Safety Institute, and the National Transit Institute in Austin.

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARIES	\$ 593,544	\$ 365,061	\$ 343,047	\$ (22,014)
BENEFITS	\$ 66,148	\$ 71,305	\$ 82,648	\$ 11,343
SERVICES	\$ 136,821	\$ 152,118	\$ 142,325	\$ (9,793)
MATERIALS & SUPPLIES	\$ 13,183	\$ 9,975	\$ 18,850	\$ 8,875
UTILITIES	\$ 143	\$ 300	\$ 300	\$ -
MISCELLANEOUS	\$ 29,316	\$ 28,470	\$ 67,752	\$ 39,282
TOTAL EXPENSES	\$ 839,153	\$ 627,229	\$ 654,922	\$ 27,693

MetroAccess

Functions and Responsibilities

The Paratransit Services department provides ADA-compliant door-thru-door van and sedan paratransit service throughout Capital Metro's service area and the cities of Westlake Hills, Cedar Park, and Pflugerville. The department manages the paratransit eligibility process, including the biennial re-certification of existing customers. The Paratransit Services department processes advance trip reservations, cancellations, inquiries, subscription service requests, group trips, and provides subsidized taxicab trips. The department also coordinates with customers and the Access Advisory Committee to receive feedback on all aspects of service and policy development.

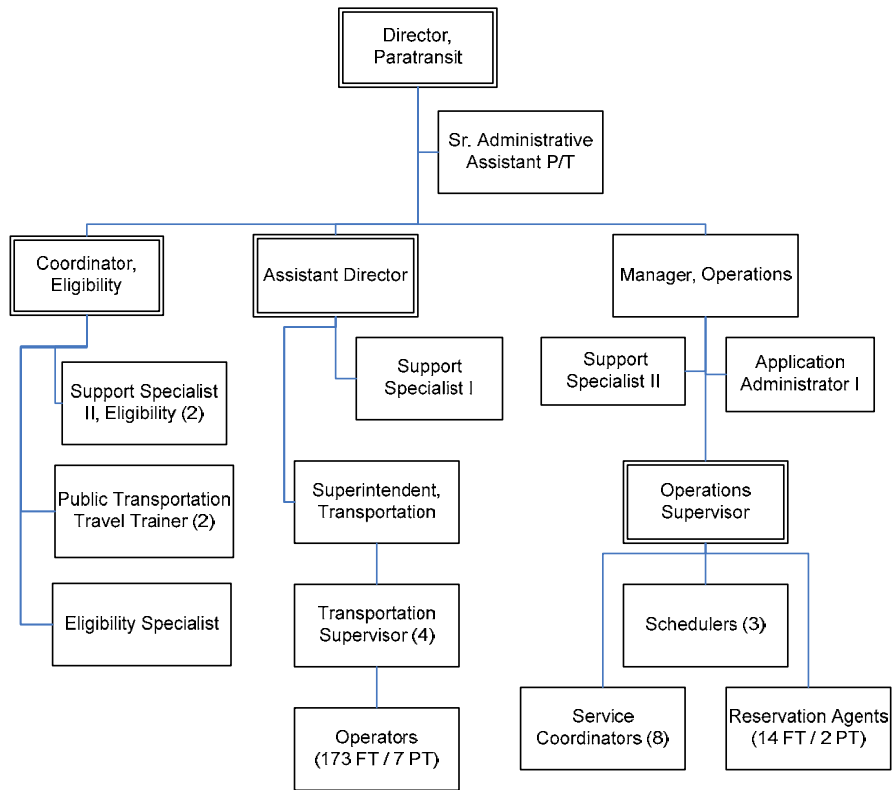
FY 2010 Accomplishments

- ◆ Improve Service Delivery – Achieved overall on-time performance of 92% and on-time performance for appointments of 96%.
- ◆ Improve Tools, Technology & Vehicles – Created on-line tools for customers to make/cancel reservations; installed and implemented Taxi software to ensure proper collection of NTD data; expanded the MetroAccess sedan fleet with an additional 10 vehicles.
- ◆ Improve Service Delivery – Reduced Cancellations/No Show of MetroAccess trips by 2%; customer service call abandonment rate reduced to below 5%; maintained reservation call center hold time below 2 minutes.
- ◆ Improve Management & Coordination of Service Providers – Prepared new Request for Proposal for the Taxi Voucher program

FY2011 Planned Initiatives

- ◆ Improve Service Delivery – Reduce cancellations/no shows of MetroAccess trips by 2%.
- ◆ Improve & Integrate Business Practices & Accountability; Improve Cost-Effectiveness – Implement in-person eligibility interviews, orientation and functional assessments; implementation of new policies and procedures (ie: advance reservations, call center hours, open returns, service area, service level, eligibility).
- ◆ Improve Design & Allocation of Services – Update the ADA plan.
- ◆ Improve Tools, Technology and Vehicles – Implementation of IT technology (ie: Trapeze modules, IVR); replace the 1999 International wheelchair equipment vehicles with new wheelchair vehicles; transition MetroAccess clients to smartcards.

MetroAccess Department Organizational Chart



Major Budgetary Changes

- ◆ **Salaries & Benefits** – Increase based on bargaining and administrative employees contract and merit increases. The Budget is based on a lower wage rate model due to attrition factors. Increase in the headcount is offset by the vacancy of 3-4 operator’s per month as well as the eligibility coordinator.
- ◆ **Services** – Includes Call-Em All and Client Tell phone notification system used for no-show and message blasts for customers. Creation of a new eligibility process to include in-person interviews and functional assessments. The creation of a new eligibility program will match the transportation needs of each customer and educate eligible clients on the MetroAccess program. An RFP for a third party contractor in the FY2010 budget was not issued. Funds were reprogrammed for the FY2011 budget.
- ◆ **Purchased Transportation** – Includes the proposed ADA policy changes. The proposed policy changes, estimates a higher productivity factor being achieved within the dedicated MetroAccess fleet by moving subscription taxi trips to the MetroAccess fleet along with the inception of a new non-ADA program; therefore containing the financial obligation. The addition of a same day scheduler changes the daily processing of issuing overflow trips to contracted vendors. The same day scheduler will insert trips into the existing MetroAccess fleet increasing productivity, efficiency factors, and cost reduction.



	<i>FY2009</i>		<i>FY2010</i>		<i>FY2011</i>		<i>Variance FY2011</i>
	<i>Actual</i>		<i>Budget</i>		<i>Budget</i>		<i>VS FY2010</i>
SALARIES	\$	7,569,193	\$	8,555,623	\$	8,572,457	\$ 16,834
BENEFITS	\$	1,058,987	\$	1,169,191	\$	1,052,754	\$ (116,437)
SERVICES	\$	284,167	\$	371,866	\$	400,992	\$ 29,126
MATERIALS & SUPPLIES	\$	21,406	\$	49,787	\$	53,305	\$ 3,518
UTILITIES	\$	5,722	\$	4,980	\$	5,760	\$ 780
PURCHASED TRANSPORTATION	\$	3,969,939	\$	2,729,775	\$	2,778,061	\$ 48,286
MISCELLANEOUS	\$	18,815	\$	17,863	\$	72,987	\$ 55,124
TOTAL EXPENSES	\$	12,928,228	\$	12,899,083	\$	12,936,316	\$ 37,233

Running Repair

Functions and Responsibilities

The Running Repair department is responsible for maintaining the mechanical integrity of the fleet. Primary functions include performing preventive and predictive maintenance, rebuilding engines and transmissions, servicing air conditioning, body shop repair, upholstery, and electronics repair. Other functions include maintenance contract management for assets, and supporting special events.

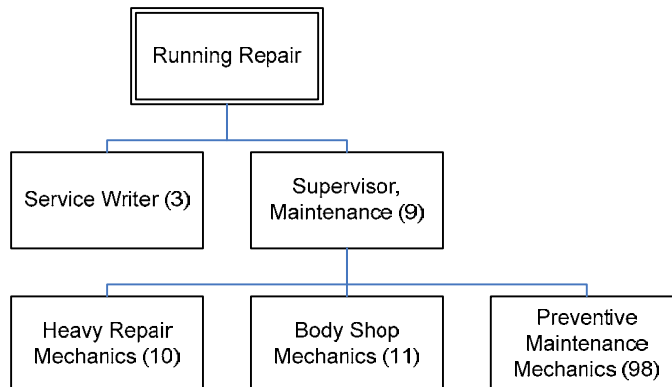
FY 2010 Accomplishments

- ◆ Improve Tools, Technology & Vehicles – Maintained FRS Bus reliability by averaging 5,984 miles between mechanical road calls.
- ◆ Improve Tools, Technology & Vehicles – Maintained a 99% on time for Preventive Maintenance Inspections.

FY2011 Planned Initiatives

- ◆ Improve Tools, Technology & Vehicles – Continue to improve reliability through mechanic training and PMI improvements.
- ◆ Improve Tools, Technology & Vehicles – Take receipt of eight new 35 foot buses.

Running Repair Department Organizational Chart





Major Budgetary Changes

- ◆ **Salaries & Benefits** –Staffing levels are in line with projected miles and vehicles fleet maintenance; in FY 2010, some mechanic positions were only funded for part of the year.
- ◆ **Services** – Eliminated contracted bus painting. Rideshare vehicle maintenance moved to Rideshare department
- ◆ **Materials & Supplies** – Increase in material needs for the fleet based on miles and age of vehicles and actual expense incurred during FY 2010 which significantly exceeded budget.

	<i>FY2009</i> <i>Actual</i>	<i>FY2010</i> <i>Budget</i>	<i>FY2011</i> <i>Budget</i>	<i>Variance FY2011</i> <i>VS FY2010</i>
SALARIES	\$ 7,790,350	\$ 7,565,111	\$ 7,750,262	\$ 185,151
BENEFITS	\$ 1,040,267	\$ 988,439	\$ 1,027,660	\$ 39,221
SERVICES	\$ 587,468	\$ 840,494	\$ 315,900	\$ (524,595)
MATERIALS & SUPPLIES	\$ 7,009,874	\$ 5,157,681	\$ 6,268,986	\$ 1,111,306
TAXES	\$ 15,701	\$ 13,253	\$ 9,689	\$ (3,564)
MISCELLANEOUS	\$ 131,253	\$ 73,169	\$ 75,929	\$ 2,759
CAPITALIZATION OF SALARY & WAGES	\$ (146,325)	\$ -	\$ -	\$ -
LEASES & RENTALS	\$ 779	\$ -	\$ -	\$ -
TOTAL EXPENSES	\$ 16,429,366	\$ 14,638,147	\$ 15,448,425	\$ 810,278

Service Island

Functions and Responsibilities

The Service Island is responsible for fueling and cleaning the fleet on a daily basis. Primary functions include daily cleaning, checking and servicing fluids on all buses, cars, vans, trucks, and support equipment, as well as fueling buses. Other functions include collecting and depositing cashboxes monies into receiver vaults, extracting ridership data from farebox units, managing an outside contractor to detail the buses, and supporting special events.

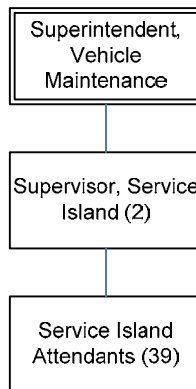
FY 2010 Accomplishments

- ◆ Improve Tools, Technology & Vehicles – Serviced fleet for revenue service daily in a timely manner.

FY2011 Planned Initiatives

- ◆ Improve Tools, Technology & Vehicles – Fuel and service revenue vehicles for operation every day.

Service Island Department Organizational Chart



Major Budgetary Changes

- ◆ **Services** – Reduction in bus detailing cycle from six weeks to eight weeks.

	<i>FY2009</i>		<i>FY2010</i>		<i>FY2011</i>		<i>Variance FY2011</i>
	<i>Actual</i>		<i>Budget</i>		<i>Budget</i>		<i>VS FY2010</i>
SALARIES	\$	1,532,097	\$	1,629,323	\$	1,684,390	\$ 55,068
BENEFITS	\$	210,529	\$	243,154	\$	252,121	\$ 8,967
SERVICES	\$	438,524	\$	399,475	\$	273,895	\$ (125,580)
MATERIALS & SUPPLIES	\$	9,732,368	\$	12,000,269	\$	11,993,421	\$ (6,847)
TAXES	\$	973,983	\$	1,026,669	\$	1,003,040	\$ (23,629)
MISCELLANEOUS	\$	7,128	\$	168	\$	300	\$ 132
TOTAL EXPENSES	\$	12,894,629	\$	15,299,059	\$	15,207,168	\$ (91,891)

Vehicle Maintenance - Administration

Functions and Responsibilities

The Vehicle Maintenance - Administration department is responsible for the management and oversight of running repair, service island, stores, and building maintenance departments. Other essential responsibilities are budget management, vehicle acquisition, safety, training, and project management of an Inter-local Agreement with Lower Colorado River Authority (LCRA) to provide radio services.

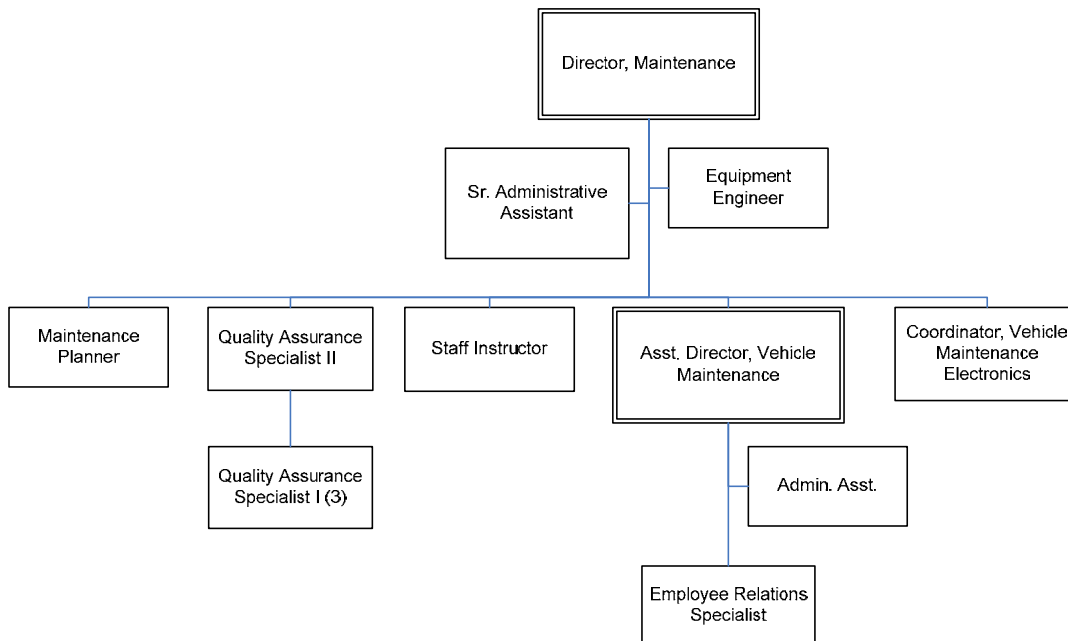
FY 2010 Accomplishments

- ◆ Improve Tools, Technology & Vehicles – Prepare and manage technical specifications for BRT bus procurement.

FY2011 Planned Initiatives

- ◆ Improve Tools, Technology & Vehicles – Monitor the manufacture of eight new 35 foot buses.

Vehicle Maintenance – Admin Department Organizational Chart





Major Budgetary Changes

- ◆ **Salaries and Benefits** – Transferred one employee to Rideshare
- ◆ **Miscellaneous/Other** – Travel was reduced

	<i>FY2009</i>		<i>FY2010</i>		<i>FY2011</i>		<i>Variance FY2011</i>
	<i>Actual</i>		<i>Budget</i>		<i>Budget</i>		<i>VS FY2010</i>
SALARIES	\$	940,628	\$	1,003,832	\$	872,523	\$ (131,310)
BENEFITS	\$	73,661	\$	74,729	\$	68,211	\$ (6,519)
SERVICES	\$	957,730	\$	814,325	\$	821,799	\$ 7,474
MATERIALS & SUPPLIES	\$	15,181	\$	11,968	\$	15,269	\$ 3,301
UTILITIES	\$	2,516	\$	2,571	\$	3,185	\$ 614
MISCELLANEOUS	\$	28,948	\$	26,253	\$	11,782	\$ (14,471)
CAPITALIZATION OF SALARY & WAGES	\$	9,975	\$	-	\$	-	\$ -
TOTAL EXPENSES	\$	2,028,639	\$	1,933,678	\$	1,792,768	\$ (140,911)

Stores

Functions and Responsibilities

The Stores department is responsible for managing the inflow and outflow of materials and supplies for the maintenance departments while maintaining adequate supplies of preventive and non-routine repair parts for the entire fleet of vehicles, and for building maintenance.

FY 2010 Accomplishments

- ◆ Improve Tools, Technology & Vehicles – Improved parts availability through emphasis on the Inventory Control functions using the Spear system.

FY2011 Planned Initiatives

- ◆ Improve Tools, Technology & Vehicles – Continue improving parts availability through emphasis on the Inventory Control functions using the Spear system.

Stores Department Organizational Chart



Major Budgetary Changes

- ◆ **Services** – Reduction due to forklift maintenance moved to the Running Repair department
- ◆ **Materials & Supplies** – Reduction due to forecast based on actual experience

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARIES	\$ 529,470	\$ 514,948	\$ 545,282	\$ 30,334
BENEFITS	\$ 70,473	\$ 71,052	\$ 75,609	\$ 4,557
SERVICES	\$ 5,942	\$ 11,745	\$ 5,649	\$ (6,096)
MATERIALS & SUPPLIES	\$ 87,531	\$ 93,836	\$ 83,229	\$ (10,607)
MISCELLANEOUS	\$ 639	\$ 120	\$ 120	\$ -
TOTAL EXPENSES	\$ 694,054	\$ 691,701	\$ 709,889	\$ 18,188

Building Maintenance

Functions and Responsibilities

The Building Maintenance department is responsible for performing preventive maintenance and repairs on all Capital Metro Operational buildings and equipment. Primary functions include repairing and maintaining equipment in vehicle maintenance facilities, providing operational and mechanical support for fueling equipment, maintaining bus-washing equipment, and maintaining Capital Metro buildings, mechanical systems, and property.

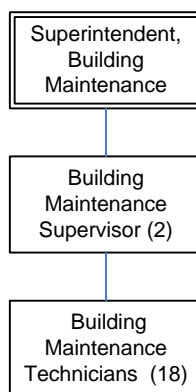
FY 2010 Accomplishments

- ◆ Improve Tools, Technology & Vehicles – Supported fleet operations by performing planned maintenance and provided emergency repairs as needed to all operational facilities.
- ◆ Improve Tools, Technology & Vehicles – Provided maintenance support to 624 Pleasant Valley, 5316 Ed Bluestein, and North Operations facility.
- ◆ Improve Tools, Technology & Vehicles – Initiated procurement for a replacement bus lift in the steam bay.

FY2011 Planned Initiatives

- ◆ Improve Tools, Technology & Vehicles – Continue planned maintenance for all Building Maintenance assets and associated repairs to reduce unplanned work orders/requests (emergency work included).
- ◆ Improve Tools, Technology & Vehicles – Procure replacement bus wash equipment.

Building Maintenance Department Organizational Chart





Major Budgetary Changes

- ◆ **Services** – The increase is a reallocation to the budget that was split last year between Public Facilities and Building Maintenance Departments. Additionally, there was a price increase in two major contracts for janitorial and HVAC services.
- ◆ **Utilities** – Increase in energy costs and corrections for above mentioned department split last year

	<i>FY2009</i>		<i>FY2010</i>		<i>FY2011</i>		<i>Variance FY2011</i>
	<i>Actual</i>		<i>Budget</i>		<i>Budget</i>		<i>VS FY2010</i>
SALARIES	\$	1,022,476	\$	1,111,644	\$	1,180,419	\$ 68,774
BENEFITS	\$	129,551	\$	145,969	\$	154,424	\$ 8,455
SERVICES	\$	1,185,026	\$	687,734	\$	950,594	\$ 262,860
MATERIALS & SUPPLIES	\$	544,356	\$	521,165	\$	476,124	\$ (45,041)
UTILITIES	\$	1,558,739	\$	1,170,363	\$	1,258,566	\$ 88,203
MISCELLANEOUS	\$	12,326	\$	15,171	\$	8,100	\$ (7,071)
TOTAL EXPENSES	\$	4,452,473	\$	3,652,047	\$	4,028,227	\$ 376,180

Public Facilities

Functions and Responsibilities

The Public Facilities Department is responsible for maintaining public facilities, consisting of all bus stops, all park and rides and transit centers, and all rail stations. The primary functions are the cleaning of bus stops, 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.

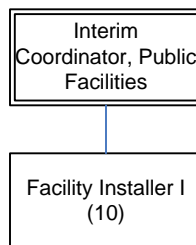
FY 2010 Accomplishments

- ◆ Improve Service Delivery – Contributed to successful MetroRail start of service.
- ◆ Improve Service Delivery – Completed the August service change signage project.
- ◆ Improve Service Delivery – Provided all-hours emergency responses to vehicle damage to bus stop amenities.

FY2011 Planned Initiatives

- ◆ Improve Service Delivery – Provide cleaning and repairs to increasing passenger amenities inventory.
- ◆ Improve Service Delivery – Support Property Management efforts for the installation of new public amenities (i.e. pads, benches, shelters).
- ◆ Improve Service Delivery – Support the MetroRapid implementation Project.

Public Facilities Department Organizational Chart





Major Budgetary Changes

- ◆ **Salaries & Benefits** – Reflects position vacancy for a portion of the current fiscal year
- ◆ **Services** – Includes nine new rail station facilities for a full year operation
- ◆ **Materials & Supplies** – Budgeted based on actual FY 2010 usage trends
- ◆ **Utilities** – Includes utilities for the nine rail station facilities for a full year

	<i>FY2009</i>		<i>FY2010</i>		<i>FY2011</i>		<i>Variance FY2011</i>
	<i>Actual</i>		<i>Budget</i>		<i>Budget</i>		<i>VS FY2010</i>
SALARIES	\$	528,586	\$	545,190	\$	484,512	\$ (60,678)
BENEFITS	\$	52,052	\$	43,029	\$	46,508	\$ 3,479
SERVICES	\$	44,864	\$	428,576	\$	560,766	\$ 132,190
MATERIALS & SUPPLIES	\$	22,790	\$	93,853	\$	58,872	\$ (34,981)
UTILITIES	\$	-	\$	313,073	\$	344,100	\$ 31,027
MISCELLANEOUS	\$	-	\$	3,080	\$	5,806	\$ 2,726
CAPITALIZATION OF SALARY & WAGES	\$	(7,330)	\$	-	\$	-	\$ -
TOTAL EXPENSES	\$	640,962	\$	1,426,801	\$	1,500,564	\$ 73,764

Engineering and Construction

Functions and Responsibilities

The reorganized Engineering and Construction organization combines the efforts of the former Rapid Transit organization; which was responsible for the planning, engineering, and construction of Capital Metro's long range transportation infrastructure improvements as they were prioritized in the All Systems Go plan with the Capital Projects Group, which was responsible for the management of Capital Metro's Build Central Texas program, passenger amenities, and renovations to the existing office and operating facilities. By combining these two organizations, Capital Metro is now strategically positioned to leverage the experiences of its personnel to not only manage its existing capital assets, and ensure its continued longevity; but also the experiences of the day-to-day operational issues and improvements will be passed to the engineering personnel designing and constructing the newly designed infrastructure for the long-term. This will ensure that construction will be designed to include ease of mobility and access for the public prior to any construction starting – a definite cost savings for Capital Metro in the long run.

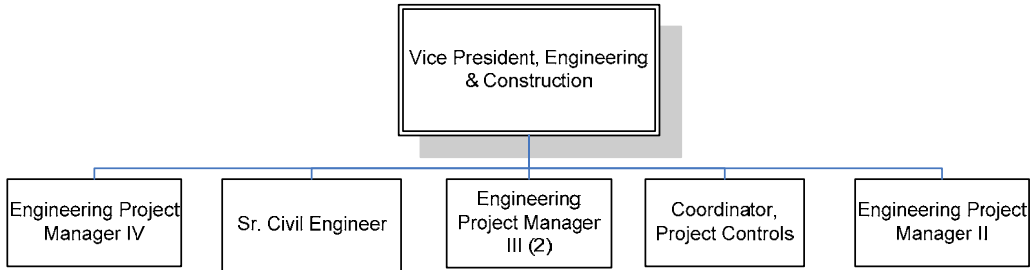
FY 2010 Accomplishments

- ◆ Improve Cost Effectiveness – Completed Railroad Bridge Replacement Plan, to be submitted to Board for adoption in September FY10. Completed first replacement bridge, Gilleland Creek Bridge. Also began new inspections.
- ◆ Improve Design & Allocation of Services – Continued with the design of MetroRapid BRT project, including completing procurement action on BRT buses, and advancing design of Route 1. Federal funding not yet in place.
- ◆ Improve Design & Allocation of Services – Continued with Bus Stop amenities program, completing several locations.
- ◆ Improve Design & Allocation of Services – Continued with the design of Rails with Trails program, waiting for planning completion of access through Midtown Commons.

FY2011 Planned Initiatives

- ◆ Improve Cost Effectiveness – Implement Bridge Safety Management Program including new construction, repairs, inspections, capacity determinations.
- ◆ Improve Design & Allocation of Services – Continue to manage and advance the MetroRapid BRT project thru planning and design, and into the beginning of construction.
- ◆ Improve Design & Allocation of Services – Advance the Rails with Trails First Phase project through planning and design, and into the beginning of construction.
- ◆ Improve Design & Allocation of Services – Continue to complete Bus Stop amenities program, along with COA improvements to Red Line Pedestrian Crossings.

Engineering and Construction Department Organizational Chart



Major Budgetary Changes

- ◆ **Services** – Decreased costs from engineering consultants; FY 2011 activity is related to implementation of future elements of the All Systems Go Long Range Plan, specifically BRT. Some capital projects for bridges are also anticipated
- ◆ **Materials & Supplies** – Increased due to budgeting office supplies and supplies to be used in the field
- ◆ **Utilities** – Increased due to purchase of and monthly charge for several blackberry devices for staff
- ◆ **Miscellaneous/Other** – Travel is budgeted for Professional Certification for Engineering and Architects
- ◆ **Capitalization of Salary & Wages** – Increase in labor budgeted for capital projects

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARIES	\$ 259,025	\$ 564,987	\$ 572,098	\$ 7,111
BENEFITS	\$ 31,929	\$ 59,949	\$ 62,941	\$ 2,992
SERVICES	\$ 311,002	\$ 330,000	\$ 94,920	\$ (235,080)
MATERIALS & SUPPLIES	\$ 166	\$ -	\$ 5,540	\$ 5,540
UTILITIES	\$ 120	\$ 642	\$ 4,100	\$ 3,458
MISCELLANEOUS	\$ 2,216	\$ 8,700	\$ 19,500	\$ 10,800
CAPITALIZATION OF SALARY & WAGES	\$ (226,034)	\$ (186,555)	\$ (271,697)	\$ (85,143)
TOTAL EXPENSES	\$ 378,422	\$ 777,723	\$ 487,402	\$ (290,322)

Property Management

Functions and Responsibilities

The Property Management Department serves as the central area for maintenance, repair, general upkeep and overall management responsibilities for all Capital Metro bus stops, Park and Rides, Transit Centers, and Rail Stations. The Department’s responsibilities also include all Real Estate activities of the agency and include the bus stop accessibility improvements program.

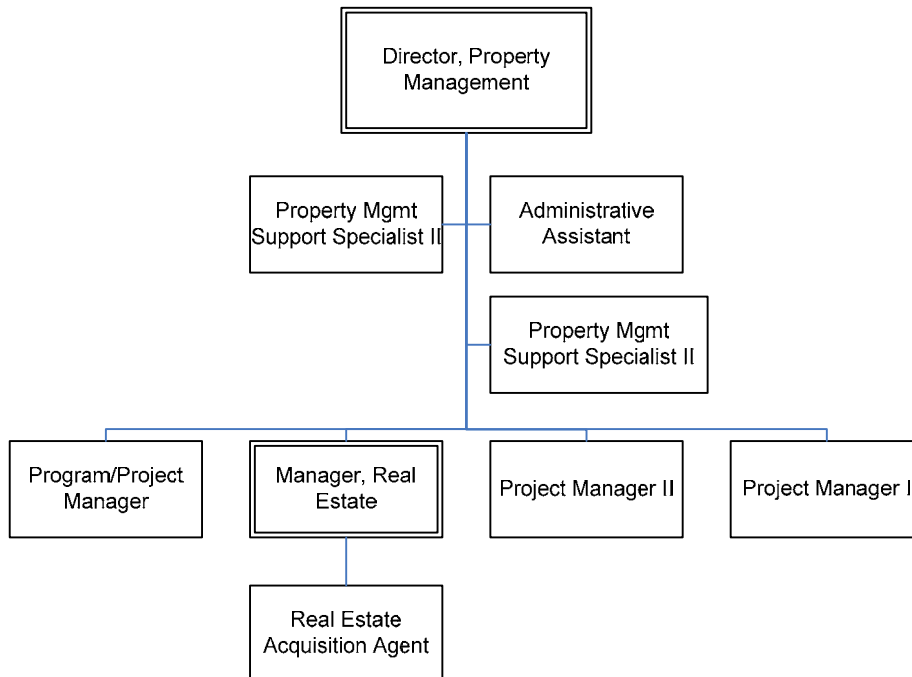
FY 2010 Accomplishments

- ◆ Improve Tools, Technologies & Vehicles – Created, adapted & implemented Policies & Procedures for License Agreements and Permits for Railroad Right Of Way
- ◆ Improve Tools, Technologies & Vehicles – Created & implemented database of all Capital Metro utility accounts and consumption information
- ◆ Improve Cost Effectiveness – Created and Beta-tested database of all Property Management events
- ◆ Improve Design & Allocation of Services – Contributed to successful MetroRail start of service

FY2011 Planned Initiatives

- ◆ Increase Value to the Community – Increase accessibility improvements production
- ◆ Improve Tools, Technologies & Vehicles – Implement the Property Management events database
- ◆ Improve Design & Allocation of Services – Support the MetroRapid implementation project
- ◆ Improve Cost Effectiveness – Update Space Management Plans

Property Management Department Organizational Chart





Major Budgetary Changes

- ◆ **Salaries & Benefits** – Added a Project Manager position and Support Specialist position
- ◆ **Services** – Increase due to needed maintenance and repair projects throughout the service area, which were formerly budgeted in public facilities
- ◆ **Materials & Supplies** – Expense budgeted for signage and electrical items inventory
- ◆ **Capitalization of Salary & Wages** – Budgeted labor in FY2011 for capital projects
- ◆ **Lease & Rental** – Decrease due to move from Congress Avenue leased office space

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARIES	\$ 895,897	\$ 529,656	\$ 593,720	\$ 64,064
BENEFITS	\$ 63,591	\$ 39,257	\$ 46,072	\$ 6,815
SERVICES	\$ 163,869	\$ 151,672	\$ 389,850	\$ 238,178
MATERIALS & SUPPLIES	\$ 7,924	\$ 7,936	\$ 77,400	\$ 69,464
UTILITIES	\$ 1,443	\$ 582	\$ 1,800	\$ 1,218
MISCELLANEOUS	\$ 47,528	\$ 10,481	\$ 10,068	\$ (413)
CAPITALIZATION OF SALARY & WAGES	\$ (255,797)	\$ -	\$ (103,282)	\$ (103,282)
LEASES & RENTALS	\$ 782,262	\$ 692,314	\$ 616,998	\$ (75,316)
TOTAL EXPENSES	\$ 1,706,717	\$ 1,431,899	\$ 1,632,626	\$ 200,728

Transit Oriented Development

The Transit Oriented Development (TOD) department is responsible for the management of transit community development initiatives and assisting with the implementation of adopted Capital Metro plans.

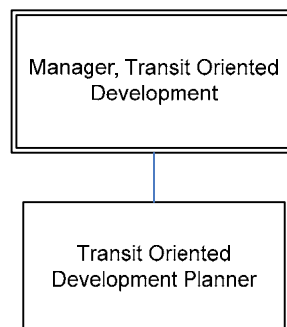
FY 2010 Accomplishments

- ◆ Increase Value to the Community – Completed entitlement process for Leander TOD, completed restoration of Plaza Saltillo, coordinated marketing with Midtown Commons.
- ◆ Improve Cost Effectiveness – Coordinated last-mile initiatives, including bike racks at all stations, planned rails-with-trails project, and joint planning with City of Austin ped/bike planning. Provided substantial support to planning for grant applications, substituting for consultants on economic and development analyses.
- ◆ Build & Sustain Effective Strategic Partnerships – Active participation in local ULI programming to promote awareness of Capital Metro and our services, active participation in CNU at both local and national level, coordination of regional planning processes.

FY2011 Planned Initiatives

- ◆ Increase Revenue – Develop and implement Interim TOD projects for Leander, Lakeline, and Saltillo tracts.
- ◆ Increase Cost Effectiveness – Continue to provide economic and financial analyses for grant applications and other internal needs.
- ◆ Build & Sustain Effective Strategic Partnerships – Outreach program to all area jurisdictions and agencies to promote awareness of Capital Metro TOD opportunities and programs. Continued coordination of agency participation in regional planning efforts.
- ◆ Increase Value to the Community – Coordinate and implement last-mile projects including bike/ped facilities, joint planning with relevant entities, and communication with stakeholders such as developers and neighborhoods.

Transit Oriented Development Department Organizational Chart





Major Budgetary Changes

- ◆ **Services** – Increased costs for market studies, architectural & engineering fees, and due diligence for anticipated real estate activities; temporary labor to assist with launch of interim TOD project
- ◆ **Miscellaneous/Other** – Travel for continuing education is budgeted for department employees

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARIES	\$ 187,836	\$ 163,861	\$ 154,512	\$ (9,349)
BENEFITS	\$ 14,498	\$ 11,473	\$ 11,976	\$ 503
SERVICES	\$ 762,044	\$ 180,000	\$ 222,000	\$ 42,000
MATERIALS & SUPPLIES	\$ 301	\$ 670	\$ 315	\$ (355)
MISCELLANEOUS	\$ 7,904	\$ 9,614	\$ 10,650	\$ 1,036
TOTAL EXPENSES	\$ 972,582	\$ 365,618	\$ 399,453	\$ 33,835

Freight Railroad

Functions and Responsibilities

The Railroad Department is responsible for the managing and preserving of the Authority's railroad assets for future mass transit use and the transportation of freight along the Freight Rail Line. Currently, the department manages approximately 162 miles of railroad right-of-way known as the Giddings/Llano rail line. Management of 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. Additionally, the department processes and manages applications for lease and license agreements for access and use of the railroad rights-of-way for roads, utilities and fiber optics while maximizing revenue potential through these uses. All of this is accomplished while maintaining the track and track infrastructure to Federal Railroad Administration (FRA) regulations and adhering to strict safety guidelines and mandates.

FY 2010 Accomplishments

- ◆ Improve Tools, Technology & Vehicles – Replaced the Gilleland Creek bridge on the east end of the freight corridor, improving safety, and allowing for heavier loads to be moved over the bridge at increased speed, which will reduce operating costs. Additionally, maintenance costs will be significantly reduced as a result of the wooden bridge being replaced with a concrete bridge.
- ◆ Improve Cost Effectiveness – Worked with Engineering and Construction and outside consultants to establish a bridge management plan allowing the authority thoughtful and prudent planning of resources and capital funding to ensure a well thought out expenditure profile. Additionally, replaced approximately three miles of track on the west end of freight corridor to allow for increased speeds for the locomotives which will reduce the operating costs for the authority as a result of more efficient use of fuel for the operation.
- ◆ Build & Sustain Effective Business Partnerships – Worked with our freight customers, our Class 1 interchange carriers, and our commuter operation to ensure that the initiation of commuter service was seamless and “uneventful” to the freight customer ensuring their products continued to be delivered in a timely and cost effective manner, not impacting the freight shippers shipping cycles.
- ◆ Build & Sustain Effective Business Partnerships – Awarded the Rail Business Win-Win Award which recognizes how three organizations created a profitable and agreeable shipping plan based on our 4-year Take-or-Pay agreement with Capitol Aggregate.

FY2011 Planned Initiatives

- ◆ Increase Revenues – Continue to work with the ethanol shipper for east end business and scrap shipper for west end business bringing new revenue sources to the rail line.
- ◆ Customer Driven Service Excellence – Work with the Class 1 railroads to ensure the 24-hour locomotive power exchange is maintained in order to keep costs down for the customers, and efficient use of resources, which will drive up productivity.

Freight Railroad Department Organizational Chart



*Sr. Director, Rail Operations in budgeted in Commuter Rail Operations

Major Budgetary Changes

- ◆ **Salaries & Benefits** – Increased due to a contract temporary subject matter expert included in FY 2011
- ◆ **Services** – A portion of Right of Way Maintenance which was in this department is now being allocated to Commuter Rail
- ◆ **Materials & Supplies** – Fuel costs are expected to increase; maintenance materials increase is due to anticipated cost of rail material used in minor repairs and/or maintenance performed on the rail line.
- ◆ **Utilities** – Electricity for all rail crossings and control points is now being budgeted in this department based on historical data plus a five percent increase for anticipated rate increase

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARIES	\$ 346,017	\$ 97,602	\$ 227,153	\$ 129,551
BENEFITS	\$ 29,593	\$ 7,602	\$ 7,662	\$ 60
SERVICES	\$ 9,609,550	\$ 8,979,803	\$ 6,456,136	\$ (2,523,667)
MATERIALS & SUPPLIES	\$ 1,862,656	\$ 1,915,681	\$ 2,225,914	\$ 310,233
UTILITIES	\$ 2,535	\$ 67,272	\$ 114,738	\$ 47,466
TAXES	\$ 2,494	\$ 2,322	\$ 3,167	\$ 845
MISCELLANEOUS	\$ 2,238	\$ 3,085	\$ 3,849	\$ 764
CAPITALIZATION OF SALARY & WAGES	\$ (13,064)	\$ -	\$ -	\$ -
TOTAL EXPENSES	\$ 11,842,018	\$ 11,073,366	\$ 9,038,619	\$ (2,034,747)

Commuter Rail Operations

Functions and Responsibilities

The Commuter Rail Operations Department is responsible for the management and oversight of commuter rail service between Leander and the Downtown Austin Convention Center. Its mission is to provide safe and efficient public transportation for the community. The commuter service operates 6 commuter trains out of one operations facility in central Austin, along 32 miles of track that services 8 stations along this right-of-way.

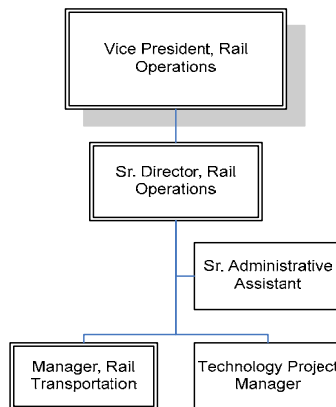
FY 2010 Accomplishments

- ◆ Improve Service Delivery – Successfully opened commuter rail (MetroRail) operation for the public by March 31, 2010, which was part of the Route 2025 plan for increased service opportunity achieving an overall on-time performance of 98.02% and operating accident and safety incident free from the start.
- ◆ Improve Tools, Technology, & Vehicles – Successfully completed the signal upgrades for the commuter corridor and integrated the Centralized Traffic Control (CTC) system for rail operations.
- ◆ Improve Tools, Technology, & Vehicles – Successfully completed the UHF radio solution for the commuter rail operation to ensure a more sustainable and reliable communication system for CTC, servicing both the commuter rail and freight rail operations.

FY2011 Planned Initiatives

- ◆ Increase Revenues – Work with the planning organization to provide additional hours of service based on the community’s wishes for additional rail service
- ◆ Improve Service Delivery – Create measurement criteria that allows for feedback to the commuter operations staff to ensure that the customer experience is what the customer expects. This ranges from entering the rail train stations to the drop off of the customer.
- ◆ Improve Management & Coordination of Service Provider – Continue to partner with the commuter rail service provider to measure and monitor contract performance and ensure cost effective use of Capital Metro resources and funds as measured per the Contract Delivery Requirements List (CDRL’s).
- ◆ Improve Management & Coordination of Service Provider – Commence the design of the federally mandated Positive Train Control (PTC) system in the commuter corridor, upgrading the signal system from CTC system to PTC, for rail operations serving both the commuter rail and freight rail operations; while improving safety and improving the service delivery.

Commuter Rail Operations Department Organizational Chart





Major Budgetary Changes

- ◆ **Salaries & Benefits** – Increase due to addition of VP, Rail Operations position
- ◆ **Services** – Increase due to EIC costs for work along the rail line and addition of railroad protective insurance. Additionally, a portion of Right of Way Maintenance now being allocated to Commuter Rail from Freight Rail
- ◆ **Materials & Supplies** – Increase in fuel cost and usage due to a full year's operation and added mid-day service
- ◆ **Utilities** – Telephone cellular charges for all railroad crossing houses and control points
- ◆ **Purchased Transportation** – Budgeted for a full year of revenue service starting in FY 2011. This includes mid-day service beginning in January 2011.
- ◆ **Miscellaneous/Other** – Travel to assess equipment necessary for rail infrastructures
- ◆ **Capitalization of Salary & Wages** – No labor budgeted for capital projects in FY 2011

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARIES	\$ 357,451	\$ 315,866	\$ 513,470	\$ 197,604
BENEFITS	\$ 25,287	\$ 21,957	\$ 35,517	\$ 13,561
SERVICES	\$ 6,617,811	\$ 3,028,366	\$ 3,743,825	\$ 715,459
MATERIALS & SUPPLIES	\$ 106,910	\$ 400,504	\$ 450,833	\$ 50,329
UTILITIES	\$ 22,371	\$ 33,660	\$ 48,840	\$ 15,180
INSURANCE	\$ 153,556	\$ -	\$ -	\$ -
TAXES	\$ 86	\$ 607	\$ 950	\$ 342
PURCHASED TRANSPORTATION	\$ -	\$ 2,856,982	\$ 4,723,642	\$ 1,866,660
MISCELLANEOUS	\$ 18,678	\$ 3,749	\$ 12,514	\$ 8,765
CAPITALIZATION OF SALARY & WAGES	\$ (21,589)	\$ (45,752)	\$ -	\$ 45,752
LEASES & RENTALS	\$ 21,413	\$ -	\$ -	\$ -
TOTAL EXPENSES	\$ 7,301,973	\$ 6,615,939	\$ 9,529,590	\$ 2,913,651



Business Center

Functions and Responsibilities

The Business Center provides support services to Capital Metro facilities including printing, copying, scanning, postage, meeting room reconfiguration and messenger services.

FY 2010 Accomplishments

- ◆ Improve Cost Effectiveness – Delivered document services at the lowest possible cost to the agency.
- ◆ Improve Communications – Provided copier / fax / scan capabilities for the agency.
- ◆ Improve Customer Satisfaction & Loyalty – Collected and delivered lost and found articles across all modes.
- ◆ Improve Service Delivery – Distributed and stocked passenger guides across all fixed routes.

FY2011 Planned Initiatives

- ◆ Improve Cost Effectiveness – Deliver document services at the lowest possible cost to the agency.
- ◆ Improve Communications – Provide copier / fax / scan capabilities for the agency.
- ◆ Improve Customer Satisfaction & Loyalty – Collect and deliver lost and found articles across all modes.
- ◆ Improve Service Delivery – Distribute and stock passenger guides across all fixed routes.

Major Budgetary Changes

- ◆ **Lease & Rental** – Office equipment rental decreased to reflect current level

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SERVICES	\$ 255,886	\$ 301,200	\$ 298,000	\$ (3,200)
MATERIALS & SUPPLIES	\$ 3,014	\$ 3,300	\$ 3,300	\$ -
MISCELLANEOUS	\$ 106	\$ -	\$ -	\$ -
LEASES & RENTALS	\$ 50,360	\$ 15,475	\$ 3,000	\$ (12,475)
TOTAL EXPENSES	\$ 309,366	\$ 319,975	\$ 304,300	\$ (15,675)

Wellness and Fitness Centers

Functions and Responsibilities

The Wellness and Fitness Centers department's mission is to partner with our employees to improve and maintain healthy long term lifestyle habits to create a workforce that fulfills Capital Metro's mission. The department's primary responsibilities are to:

- Develop innovative programs and implement solutions to Capital Metro's health risk problems;
- Create awareness, working to change employee behaviors, and develop healthy patterns and habits to achieve the goals of improving employee health while reducing associated costs and improving employee morale;
- Coordinate wellness initiatives to improve employees' knowledge of health issues; and
- Develop and manage fitness centers for Capital Metro.

FY 2010 Accomplishments

- ◆ Increase Value to the Community – Capital Metro became a certified member of the Mayor's Fitness Council in 2010. Acceptance to this elite group requires that the member meet a number of rigid requirements aimed at improving employee health including promoting good nutrition, physical activity and tobacco-free living.
- ◆ Improve Communications – A recent survey found that 82% of employees who completed the survey, believed that the Wellness Program had caused them to improve their health, diets and/or nutrition.
- ◆ Increase Employee Empowerment & Ownership – Capital Metro implemented a Tobacco Free Workplace Policy in June 2010 at all CMTA facilities. This policy sought to improve employee health by reducing employee exposure to second hand smoke and tobacco products. An employee survey found 79% of employees supported this initiative.
- ◆ Increase Employee Empowerment & Ownership – Opened a new Employee Fitness Center at our Thompson Lane Facility by utilizing a \$25,000 grant from United Healthcare. This new fitness center will help expand the reach of our Wellness Program, while improving employee health and morale among our Metro Access employees.

FY2011 Planned Initiatives

- ◆ Improve Cost Effectiveness – Manage RFP Process for the Wellness Program contract to ensure best value and maximize effectiveness of this resource.
- ◆ Build & Sustain Effective & Strategic Partnerships – Work with members of the Mayor's Fitness Council to seek and implement new and effective ways to improve the health and fitness of our employees.
- ◆ Increase Employee Empowerment & Ownership – Work with our Metro Access employees to maximize their health and fitness and improve morale by incorporating our new employee fitness center at 509 Thompson Lane.
- ◆ Improve Cost Effectiveness; Increase Revenue – Actively seek out grant opportunities to defray the cost of our program, and to expand it where appropriate.



Major Budgetary Changes

- ◆ **Benefits** – Healthy coupon program and health screenings are now included in a benefit account
- ◆ **Materials & Supplies** – Decreased amount budgeted for office supplies
- ◆ **Miscellaneous/Other** – Flu shot expense was transferred to G & A Overhead/Benefits department; employee wellness incentives program was reduced

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
BENEFITS	\$ 23,798	\$ 13,212	\$ 45,500	32,288
SERVICES	\$ 282,393	\$ 283,764	\$ 283,760	\$ (4)
MATERIALS & SUPPLIES	\$ 3,515	\$ 6,000	\$ 5,004	\$ (996)
MISCELLANEOUS	\$ 22,523	\$ 95,150	\$ 27,150	\$ (68,000)
TOTAL EXPENSES	\$ 332,228	\$ 398,126	\$ 361,414	\$ (36,712)

Childcare Facility

Functions and Responsibilities

The Capital Metro Child Care and Learning Center opened on July 31, 2006. It is being operated by Bright Horizons Family Solutions through a contract with Capital Metro. The Center provides families of Capital Metro with an on-site, high quality child development environment. During all three years of operation, a lower turnover and absenteeism rate for employees using the Center has been achieved.

FY 2010 Accomplishments

- ◆ Increase Value to the Community – Continued to offer enrollment to the community to increase enrollment and reduce Capital Metro subsidy.
- ◆ Improve & Integrate Business Practices & Accountability – Maintained enrollment so that child care center was at 74% of space capacity and 87% of contract capacity.
- ◆ Improve Cost Effectiveness – Reduced 2010 subsidy by 19% from 47% to 31%.
- ◆ Improve Cost Effectiveness – Participated in the Department of Agriculture food subsidy program resulting in approximately \$26,500 in revenue for FY 2010 to help offset the cost of the program.

FY2011 Planned Initiatives

- ◆ Increase Value to the Community – Continue efforts to market to Capital Metro employees and the community to increase enrollment.
- ◆ Improve Cost Effectiveness – Research grant opportunities to further reduce Capital Metro’s subsidy of the Center.
- ◆ Improve Cost Effectiveness – Reduce Fiscal Year 2011 subsidy from 31% to 22%.

Major Budgetary Changes

- ◆ **Services** – Annual contract increase; this will be offset by an increase in tuition fees. Childcare subsidy is projected to be approximately \$160,000 per year based on current enrollment levels.

	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>Variance FY2011</i>
	<i>Actual</i>	<i>Budget</i>	<i>Budget</i>	<i>VS FY2010</i>
SERVICES	\$ 585,181	\$ 601,608	\$ 630,673	\$ 29,065
MATERIALS & SUPPLIES	\$ 7,182	\$ -	\$ -	\$ -
MISCELLANEOUS	\$ 150	\$ -	\$ -	\$ -
TOTAL EXPENSES	\$ 592,514	\$ 601,608	\$ 630,673	\$ 29,065



Non-Allocated General & Administrative Overhead

Functions and Responsibilities

This department captures costs of various employee benefits such as health, dental, life insurance, and the pension plans.

FY 2010 Accomplishments

- ◆ Improve Cost Effectiveness – Negotiated new health plan contract with United Healthcare with provider discounts that will lower the claims cost for Capital Metro.
- ◆ Improve Cost Effectiveness – Initiated a premium enhancement to Administrative Employees completing the Individual Health Risk Assessment and Biometric Testing.
- ◆ Improve Cost Effectiveness – Negotiated new life and disability contract to reduce company cost while providing quality services and reducing employee costs.

FY2011 Planned Initiatives

- ◆ Improve Cost Effectiveness – Continue efforts to reduce cost for Capital Metro and the employees so that our quality benefit programs remain affordable.
- ◆ Improve Cost Effectiveness – Continue to audit contractors to ensure Capital Metro is receiving quality service and payment efficiencies.

Major Budgetary Changes

- ◆ **Benefits** – The benefits budget will decrease in FY 2011. This is related to an increase in network provider discounts, employee utilization, and a decrease in life and disability premiums.

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARIES	\$ 1,477	\$ -	\$ -	\$ -
BENEFITS	\$ 19,812,806	\$ 17,671,592	\$ 16,984,513	\$ (687,079)
TOTAL EXPENSES	\$ 19,814,282	\$ 17,671,592	\$ 16,984,513	\$ (687,079)

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 that provides guidelines for assuring access to person with disabilities.

American Public Transit 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 Greater Austin: Created in 1994 to support the transportation infrastructure for the Austin metropolitan area. This is an ongoing program with funding of \$78.1 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 & 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 that were not addressed in the annual budget.

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

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



Deadhead: Hours of miles that the buses 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.

Directly Operated Demand Response: Service that is provided on an “as-needed” basis directly by Capital Metro. Includes special transit van and sedan service.

Directly Operated Motor Bus: Scheduled bus service that is provided directly by Capital Metro.

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 1st through September 30th.

Fixed Route: Local bus service including Flyer and excluding fixed route van services.

Fixed Route Van: Local service (primarily in suburban neighborhoods) where ridership does not warrant a full size bus.

Flyer: Bus service that operates as local service 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.

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.

MetroAccess Van: Paratransit service for the mobility impaired that is provided by vans. Typically carries several passengers at one time.

MetroAccess Sedan: Paratransit service for the mobility impaired that is provided by sedans. Typically carries one passenger at one time.



MetroAccess Voucher: Paratransit service for the mobility impaired that is provided by various cab companies.

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: On-time performance is no more than 30 seconds early or 5 minutes and 30 seconds late. Only directly operated regular, flyer and park and ride trips are included.

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: Complementary transportation services for elderly and disabled established in accordance with ADA.

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 & FSS: Service to Pickle Research Center and the Faculty/Staff Shuttle.

Prior years' carry-over: Funds which are available to finance subsequent fiscal years for capital budget items.

Purchased Transportation Motor Bus: Scheduled service that is provided by a vendor under contract to Capital Metro.

Purchased Transportation Demand Response: Service that is provided on an "as needed" basis by a vendor under contract to Capital Metro.

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 via 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, including transfers. Also called “Unlinked Passenger Trips”. May be based on fare box counts, driver counts, or estimates.

Rural Demand Response: Advance registration door-to-door service from Lago Vista, Jonestown, and Leander to Highland Mall, Northcross Mall and Central Medical Complex. Currently provided by CARTS.

Rural Feeders: The bus service that connects rural areas (Lago Vista and Manor) with downtown Austin. Currently provided by CARTS.

SAFETEA-LU: On August 10, 2005, President George W. Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act; A Legacy for Users (SAFETEA-LU). This authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.

Sales tax: A tax levied and collected by the State for the benefit of Capital Metro. Capital Metro currently collects 1% sales tax.

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 percent (1%) sales tax for funding support and participation with Capital Metro.

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

Subscription service: A standing 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 will encompass 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 Campus. Currently provided by First Transit.

Van Pool Program: A service 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. This includes 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 the wheelchair lift was used on directly operated buses. It 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.



GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished
Budget Presentation
Award*

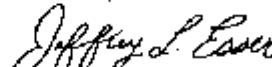
PRESENTED TO

Capital Metropolitan Transportation Authority
Texas

For the Fiscal Year Beginning

October 1, 2009


President


Executive Director



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Appendix A
Approved FY2011 – FY2015 Capital Improvement Plan

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan
 Summary

Capital Project Category	Federal Grant FY2011	Local Match FY2011	Total FY2011	Federal Grant FY2012	Local Match FY2012	Total FY2012	Federal Grant FY2013	Local Match FY2013	Total FY2013	Federal Grant FY2014	Local Match FY2014	Total FY2014	Federal Grant FY2015	Local Match FY2015	Total FY2015
Projects:															
MetroRapid	10,004,000	2,501,000	12,505,000	22,909,600	5,727,400	28,637,000	4,703,200	1,175,800	5,879,000	-	-	-	-	-	-
IT	4,895,200	1,223,800	6,119,000	1,613,000	403,250	2,016,250	480,000	120,000	600,000	480,000	120,000	600,000	480,000	120,000	600,000
Passenger Facilities	2,662,400	665,600	3,328,000	2,912,000	728,000	3,640,000	8,716,000	2,179,000	10,895,000	6,043,600	1,510,900	7,554,500	6,960,000	1,740,000	8,700,000
Rail Infrastructure	-	2,480,000	2,480,000	152,000	9,754,000	9,906,000	-	9,930,000	9,930,000	-	6,844,000	6,844,000	-	720,000	720,000
Rail Vehicles	-	771,300	771,300	-	-	-	-	-	-	-	-	-	-	-	-
Security	96,000	24,000	120,000	160,000	40,000	200,000	560,000	140,000	700,000	180,000	45,000	225,000	120,000	30,000	150,000
Trails	900,000	-	900,000	-	-	-	1,200,000	300,000	1,500,000	-	-	-	1,200,000	300,000	1,500,000
Transit Oriented Development	-	100,000	100,000	200,000	50,000	250,000	440,000	110,000	550,000	440,000	110,000	550,000	440,000	110,000	550,000
Office Relocation	-	165,000	165,000	-	-	-	-	-	-	-	-	-	-	-	-
Alternatives Analysis	800,000	200,000	1,000,000	800,000	200,000	1,000,000	-	-	-	-	-	-	-	-	-
Vehicles (Replacement)	14,088,349	2,269,080	16,357,429	18,411,019	3,865,007	22,276,026	19,641,940	4,075,005	23,716,945	31,440,780	6,686,598	38,127,378	40,017,561	8,377,674	48,395,235
Facilities (State of Good Repair)	658,400	164,600	823,000	492,000	123,000	615,000	120,000	30,000	150,000	132,000	33,000	165,000	-	-	-
Total	34,104,349	10,564,380	44,668,729	48,249,619	21,040,657	69,290,276	37,461,140	18,459,805	55,920,945	40,716,380	15,849,498	56,565,878	49,217,561	11,397,674	60,615,235

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name MetroRapid - Bus Rapid Transit

Department Planning

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 Categories	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Capital labor	-	-	108,650	108,650	21,200	-	-	238,500
Construction	-	-	5,981,000	3,822,000	386,000	-	-	10,189,000
Contingency	-	-	1,412,350	1,762,350	513,800	-	-	3,688,500
Design/engineering/site work	-	1,400,000	1,993,000	1,724,000	273,000	-	-	5,390,000
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	1,323,000	1,356,000	-	-	-	2,679,000
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	1,687,000	19,864,000	4,685,000	-	-	26,236,000
Other:	-	-	-	-	-	-	-	-
Total	-	1,400,000	12,505,000	28,637,000	5,879,000	-	-	48,421,000
Funding Sources								
Local	-	280,000	2,501,000	5,727,400	1,175,800	-	-	9,684,200
Grants	-	1,120,000	10,004,000	22,909,600	4,703,200	-	-	38,736,800
Total	-	1,400,000	12,505,000	28,637,000	5,879,000	-	-	48,421,000

Estimated Operating Cost Impact

The net operating cost impact as a result of this project is estimated to be \$767,760 in Fiscal Year 2012 and \$1,455,970 in Fiscal Year 2013.

Project Benefits

MetroRapid - Bus Rapid Transit (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 to local service bus stops and passengers will be able to connect to two MetroRail stations.

Strategic Objective

This project supports the following strategic objectives: Improve Customer Satisfaction and Loyalty; and Improve Service Delivery.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
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Project Name Intelligent Transportation Systems (ITS) Project

Department IT

Project Description

Intelligent Transportation Systems (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 exact location of a vehicle, provide customers with real time information on vehicle arrival and departure at rail stations, rapid stops, park and rides and transit centers. The paratransit component of ITS was partially implemented and the continued ITS project for fiscal year 2011 will finalize the paratransit component and incorporate Fixed Route and MetroRapid implementation in the future.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	871,267	-	-	-	-	-	-	871,267
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	450,000	150,000	-	-	-	600,000
Design/engineering/site work	4,752,533	2,000,000	50,000	1,350,000	-	-	-	8,152,533
Equipment	675,831	4,000,000	4,000,000	-	-	-	-	8,675,831
IT Systems/equipment	546,530	-	-	-	-	-	-	546,530
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	6,846,161	6,000,000	4,500,000	1,500,000	-	-	-	18,846,161
Funding Sources								
Local	2,749,645	636,000	900,000	300,000	-	-	-	4,585,645
Grants	4,096,517	5,364,000	3,600,000	1,200,000	-	-	-	14,260,517
								-
Total	6,846,161	6,000,000	4,500,000	1,500,000	-	-	-	18,846,161

Estimated Operating Cost Impact

The operating cost impact as a result of completing this project is estimated to be \$875,000 per year starting in Fiscal Year 2011 and includes 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 Objective

This project supports the following strategic objective: Improve Customer Satisfaction and Loyalty.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Automated Passenger Counter Ride-check and Wireless Local Area Network

Department IT

Project Description

This project will extend the useful life of existing Automatic Passenger Counters installed in the fixed route fleet to count passengers.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	24,900	-	-	-	-	24,900
Design/engineering/site work	-	-	124,100	-	-	-	-	124,100
Equipment	-	-	100,000	-	-	-	-	100,000
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	249,000	-	-	-	-	249,000
Funding Sources								
Local	-	-	49,800	-	-	-	-	49,800
Grants	-	-	199,200	-	-	-	-	199,200
Total	-	-	249,000	-	-	-	-	249,000

Estimated Operating Cost Impact

Beginning in Fiscal Year 2012, operating cost savings of approximately \$15,000 are estimated to be realized as a result of completing this capital project due to reduction in the expected cost of annual maintenance.

Project Benefits

Upgrading the existing Automatic Passenger Counters will allow Capital Metro to continue to use these devices for counting passengers on 1/4 of the fixed route fleet for an additional 5 years. Automatic Passenger Counters assist the Planning Department in making service changes decisions which are based on actual passenger ridership instead of relying on statistical modeling.

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Interactive Voice Response (IVR) System Replacement

Department IT

Project Description

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

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	100,000	-	-	-	-	100,000
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	80,000	-	-	-	-	80,000
Design/engineering/site work	-	-	270,000	-	-	-	-	270,000
Equipment	-	-	250,000	-	-	-	-	250,000
IT Systems/equipment	-	-	100,000	-	-	-	-	100,000
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	800,000	-	-	-	-	800,000
Funding Sources								
Local	-	-	160,000	-	-	-	-	160,000
Grants	-	-	640,000	-	-	-	-	640,000
								-
Total	-	-	800,000	-	-	-	-	800,000

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 is being replaced with comparable support costs.

Project Benefits

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

Strategic Objective

This project supports the following strategic objective: Improve Customer Satisfaction and Loyalty.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Planning and Scheduling Software Upgrade

Department IT

Project Description

This project will install the latest version of the software used for planning and scheduling fixed route and Paratransit services.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	20,000	-	-	-	-	20,000
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	20,000	-	-	-	-	20,000
Funding Sources								
Local	-	-	4,000	-	-	-	-	4,000
Grants	-	-	16,000	-	-	-	-	16,000
Total	-	-	20,000	-	-	-	-	20,000

Estimated Operating Cost Impact

No operating cost increases are expected to be incurred as a result of completing this project because this an upgrade to an existing application.

Project Benefits

Upgrading the existing financial application software will keep the system in compliance with vendor maintenance requirements and provide new features and fixes.

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Paratransit Module Expansion

Department IT

Project Description

This project will install the remaining Paratransit service module functionalities including "no show" management, web communications, text and e-mail communications, eligibility management, and trip by trip analysis.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	35,000	-	-	-	-	35,000
Design/engineering/site work	-	-	75,000	-	-	-	-	75,000
Equipment	-	-	200,000	-	-	-	-	200,000
IT Systems/equipment	-	-	40,000	-	-	-	-	40,000
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	350,000	-	-	-	-	350,000
Funding Sources								
Local	-	-	70,000	-	-	-	-	70,000
Grants	-	-	280,000	-	-	-	-	280,000
Total	-	-	350,000	-	-	-	-	350,000

Estimated Operating Cost Impact

The net operating cost impact as a result of completing this project is estimated to be approximately \$30,000 per year starting in Fiscal Year 2011 and includes costs for all software maintenance and other associated costs.

Project Benefits

Adding features to the Paratransit module will assist in the management, delivery and communication of Paratransit services

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name MetroAccess Taxi SmartCard

Department IT

Project Description

This project deploys smart card technology with taxi providers of Paratransit overflow in order to automate the trip verification process.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	50,000	-	-	-	-	50,000
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	50,000	-	-	-	-	50,000
Funding Sources								
Local	-	-	10,000	-	-	-	-	10,000
Grants	-	-	40,000	-	-	-	-	40,000
								-
Total	-	-	50,000	-	-	-	-	50,000

Estimated Operating Cost Impact

The net operating cost impact as a result of completing this project is estimated to be approximately \$15,000 per year starting in Fiscal Year 2011 and includes costs for all software maintenance and other associated costs.

Project Benefits

The deployment of smartcard technology will support better tracking of trips, payments and data provided by taxi companies.

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Miscellaneous IT projects

Department IT

Project Description

This project will replace existing computers, servers, network equipment and other end-of-life IT equipment necessary for the day-to-day functionality of the IT infrastructure.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	3,861,263	241,500	150,000	300,000	350,000	600,000	600,000	6,102,763
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	3,861,263	241,500	150,000	300,000	350,000	600,000	600,000	6,102,763
Funding Sources								
Local	3,861,263	241,500	30,000	60,000	70,000	120,000	120,000	4,502,763
Grants	-	-	120,000	240,000	280,000	480,000	480,000	1,600,000
Total	3,861,263	241,500	150,000	300,000	350,000	600,000	600,000	6,102,763

Estimated Operating Cost Impact

No operating cost increases are expected to be incurred as a result of completing this project because existing systems are being upgraded which will continue to incur similar operating costs.

Project Benefits

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

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Relocation of Capital Metro activities from current office leased space to office owned space

Department Property Management

Project Description

The purpose of this project is to relocate Capital Metro activities from current office leased space to Capital Metro office owned space.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	18,000	-	-	-	-	18,000
Construction	-	-	42,500	-	-	-	-	42,500
Contingency	-	-	34,000	-	-	-	-	34,000
Design/engineering/site work	-	-	12,500	-	-	-	-	12,500
Equipment	-	-	35,000	-	-	-	-	35,000
IT Systems/equipment	-	-	16,500	-	-	-	-	16,500
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	6,500	-	-	-	-	6,500
Total	-	-	165,000	-	-	-	-	165,000
Funding Sources								
Local	-	-	165,000	-	-	-	-	165,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	165,000	-	-	-	-	165,000

Estimated Operating Cost Impact

The relocation would result in a net decrease in operating costs as the rental costs would be lower. A small increase in utility expenses for the owned facility that would house the personnel relocated from lease space is expected.

Project Benefits

This relocation reduces office lease expense while still providing office space for Capital Metro activities in owned space.

Strategic Objective

This project supports the following strategic objective: Improve Cost-Effectiveness

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Bus Stop Accessibility Improvements

Department Engineering and Construction

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 Categories	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Capital labor	35,600	115,500	151,000	115,500	115,500	115,500	115,500	764,100
Construction	573,613	1,129,500	2,035,375	1,129,500	1,129,500	1,129,500	1,129,500	8,256,488
Contingency	-	80,000	160,000	80,000	80,000	80,000	80,000	560,000
Design/engineering/site work	35,998	75,000	203,625	75,000	75,000	75,000	75,000	614,623
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	645,211	1,400,000	2,550,000	1,400,000	1,400,000	1,400,000	1,400,000	10,195,211
Funding Sources								
Local	210,866	280,000	510,000	280,000	280,000	280,000	280,000	2,120,866
Grants	434,345	1,120,000	2,040,000	1,120,000	1,120,000	1,120,000	1,120,000	8,074,345
								-
Total	645,211	1,400,000	2,550,000	1,400,000	1,400,000	1,400,000	1,400,000	10,195,211

Estimated Operating Cost Impact

No new operating costs are expected to be incurred as a result of completing this project as neither the complexity nor the overall quantity of bus stop facilities is increased.

Project Benefits

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

Strategic Objective

This project supports the following strategic objective: Improve Customer Satisfaction and Loyalty; and Improve Service Delivery.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Bus Stop Signage

Department Engineering and Construction

Project Description

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

Spending Categories	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Capital labor	5,734	20,000	30,000	110,000	170,000	30,000	-	365,734
Construction	113,053	186,667	225,000	555,000	850,000	51,500	-	1,981,220
Contingency	-	-	30,000	90,000	150,000	8,000	-	278,000
Design/engineering/site work	185,908	100,000	15,000	45,000	75,000	5,000	-	425,908
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	304,694	306,667	300,000	800,000	1,245,000	94,500	-	3,050,861
Funding Sources								
Local	184,241	61,334	60,000	160,000	249,000	18,900	-	733,475
Grants	120,453	245,333	240,000	640,000	996,000	75,600	-	2,317,386
								-
Total	304,694	306,667	300,000	800,000	1,245,000	94,500	-	3,050,861

Estimated Operating Cost Impact

No new operating costs are expected to be incurred as a result of completing this project as neither the complexity nor the overall quantity of bus stop facilities is increased.

Project Benefits

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

Strategic Objective

This project supports the following strategic objectives: Improve Customer Satisfaction and Loyalty; Improve Service Delivery; and Improve Tools, Technology and Vehicles

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Manor Park and Ride

Department Engineering and Construction

Project Description

This facility will consolidate parking facilities currently being used by commuters from the City of Manor and surrounding areas who use Capital Metro services.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	10,000	-	-	-	-	10,000
Construction	-	-	366,000	-	-	-	-	366,000
Contingency	-	-	37,000	-	-	-	-	37,000
Design/engineering/site work	-	-	15,000	-	-	-	-	15,000
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	428,000	-	-	-	-	428,000
Funding Sources								
Local	-	-	85,600	-	-	-	-	85,600
Grants	-	-	342,400	-	-	-	-	342,400
Total	-	-	428,000	-	-	-	-	428,000

Estimated Operating Cost Impact

The operating cost impact as a result of completing this project is estimated to be \$7,500 per year in landscape maintenance costs; \$8,000 per year in utility costs, and \$7,200 per year in janitorial expenses beginning in Fiscal Year 2012. A net increase of 1,500 fixed route bus service hours which this facility would support

Project Benefits

This project will provide a new park and ride facility for commuters from the City of Manor and surrounding areas who use Capital Metro services.

Strategic Objective

This project supports the following strategic objectives: Improve Customer Satisfaction and Loyalty; and Improve Service Delivery.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Bus Shelters

Department Engineering and Construction

Project Description

This project will procure and install new and replacement bus stop shelters.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	212,735	5,000	5,000	7,500	7,500	7,500	7,500	252,735
Construction	2,189,534	75,000	20,600	52,900	52,900	52,900	52,900	2,496,734
Contingency	-	-	3,400	8,600	8,600	8,600	8,600	37,800
Design/engineering/site work	197,014	-	7,500	7,500	7,500	7,500	7,500	234,514
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	3,500	3,500	3,500	3,500	3,500	17,500
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	2,599,283	80,000	40,000	80,000	80,000	80,000	80,000	3,039,283
Funding Sources								
Local	1,336,630	16,000	8,000	16,000	16,000	16,000	16,000	1,424,630
Grants	1,262,653	64,000	32,000	64,000	64,000	64,000	64,000	1,614,653
Total	2,599,283	80,000	40,000	80,000	80,000	80,000	80,000	3,039,283

Estimated Operating Cost Impact

No new operating costs are expected to be incurred as a result of completing this project as neither the complexity nor the overall quantity of bus stop facilities is increased.

Project Benefits

This project provides bus shelters for customers at bus stops.

Strategic Objective

This project supports the following strategic objectives: Improve Customer Satisfaction and Loyalty; and Improve Service Delivery.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Bus Benches

Department Engineering and Construction

Project Description

This project will procure install new and replacement bus stop benches.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	184,120	-	1,000	1,000	1,000	1,000	1,000	189,120
Construction	1,793,074	20,000	9,000	19,000	19,000	19,000	19,000	1,898,074
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	1,977,194	20,000	10,000	20,000	20,000	20,000	20,000	2,087,194
Funding Sources								
Local	1,363,767	4,000	2,000	4,000	4,000	4,000	4,000	1,385,767
Grants	613,427	16,000	8,000	16,000	16,000	16,000	16,000	701,427
Total	1,977,194	20,000	10,000	20,000	20,000	20,000	20,000	2,087,194

Estimated Operating Cost Impact

No new operating costs are expected to be incurred as a result of completing this project as neither the complexity nor the overall quantity of bus stop facilities is increased.

Project Benefits

This project provides bus benches for customers at bus stops.

Strategic Objective

This project supports the following strategic objectives: Improve Customer Satisfaction and Loyalty; and Improve Service Delivery.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Positive Train Control

Department Rail

Project Description

The purpose of this project is to meet new Federal Rail Administration requirements for train control systems.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	100,000	200,000	200,000	-	500,000
Construction	-	-	-	1,000,000	1,500,000	2,300,000	-	4,800,000
Contingency	-	-	-	500,000	500,000	500,000	-	1,500,000
Design/engineering/site work	-	-	150,000	600,000	300,000	400,000	-	1,450,000
Equipment	-	-	-	2,600,000	2,300,000	1,500,000	-	6,400,000
IT Systems/equipment	-	-	-	200,000	200,000	100,000	-	500,000
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	150,000	5,000,000	5,000,000	5,000,000	-	15,150,000
Funding Sources								
Local	-	-	150,000	5,000,000	5,000,000	5,000,000	-	15,150,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	150,000	5,000,000	5,000,000	5,000,000	-	15,150,000

Estimated Operating Cost Impact

No new operating costs are expected to be incurred 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 system controls for shared rail tracks to avoid train-to-train collisions.

Strategic Objective

This project supports the following strategic objectives: Improve Service Delivery and Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Railroad Bridge Program

Department Engineering and Construction

Project Description

This project replaces 12 old timber railroad bridges within the Capital Metro rail operation, and includes annual repairs to other bridges as needed.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	57,893	-	35,000	45,000	30,000	30,000	20,000	217,893
Construction	1,402,942	1,720,000	1,040,000	1,300,000	2,500,000	800,000	-	8,762,942
Contingency	-	200,000	-	430,000	495,000	202,500	-	1,327,500
Design/engineering/site work	442,144	400,000	400,000	400,000	725,000	291,500	180,000	2,838,644
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	250,000	250,000	250,000	250,000	250,000	1,250,000
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	1,902,978	2,320,000	1,725,000	2,425,000	4,000,000	1,574,000	450,000	14,396,978
Funding Sources								
Local	1,902,978	2,320,000	1,725,000	2,425,000	4,000,000	1,574,000	450,000	14,396,978
Grants	-	-	-	-	-	-	-	-
Total	1,902,978	2,320,000	1,725,000	2,425,000	4,000,000	1,574,000	450,000	14,396,978

Estimated Operating Cost Impact

Repair and maintenane costs of railroad bridges is estimated to be \$250,000 per year.

Project Benefits

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

Strategic Objective

This project supports the following strategic objective: Improve Service Delivery.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Redline Pedestrian Crossings

Department Engineering and Construction

Project Description This project will provide pedestrian crossings at designated Redline rail crossings.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	4,392	4,392	4,392	4,392	4,392	21,960
Construction	-	-	55,000	65,000	60,000	60,000	60,000	300,000
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	4,000	4,000	4,000	4,000	4,000	20,000
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	1,608	1,608	1,608	1,608	1,608	8,040
Total	-	-	65,000	75,000	70,000	70,000	70,000	350,000
Funding Sources								
Local	-	-	65,000	75,000	70,000	70,000	70,000	350,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	65,000	75,000	70,000	70,000	70,000	350,000

Estimated Operating Cost Impact

No new operating costs are expected to be incurred 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 - To provide safe and usable pedestrian crossings at Redline rail crossings

Strategic Objective - This project supports the following strategic objective: Improve Customer Satisfaction and Loyalty; and Improve Service Delivery.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Rail Right of Way Fencing Projects

Department Engineering and Construction

Project Description

This project will provide new or replacement fencing in both the right-of-way (downtown between Plaza Saltillo and IH-35) and at certain rail stations (Howard Station in particular) to assist individuals stay on the pathways and protect Capital Metro's assets.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	5,000	5,000	10,000	-	-	20,000
Construction	-	-	60,000	310,000	145,000	-	-	515,000
Contingency	-	-	10,000	15,000	20,000	-	-	45,000
Design/engineering/site work	-	-	10,000	10,000	10,000	-	-	30,000
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	5,000	10,000	15,000	-	-	30,000
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	90,000	350,000	200,000	-	-	640,000
Funding Sources								
Local	-	-	90,000	350,000	200,000	-	-	640,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	90,000	350,000	200,000	-	-	640,000

Estimated Operating Cost Impact

No new operating costs are expected to be incurred 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 fencing project will protect Capital Metro's assets as well as individuals who may be adjacent to the railroad right-of-way.

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Quiet Zones

Department Rail

Project Description

This project provides quiet zones for the following locations in Austin: Springdale, Lyons, Tillery, Gonzalez, Pleasant Valley, Rundberg, Rutland, and Kramer. A quiet zone is an Federal Rail Administration-approved section of track where trains are not required to sound horns at crossings. Local municipalities, not Capital Metro, must submit quiet zone applications to the Federal Rail Administration. However, Capital Metro works closely with the various municipalities during this process.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	20,000	57,500	37,500	37,500	37,500	190,000
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	50,000	80,000	30,000	30,000	30,000	220,000
Equipment	-	-	125,000	250,000	125,000	125,000	125,000	750,000
IT Systems/equipment	-	-	5,000	12,500	7,500	7,500	7,500	40,000
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	200,000	400,000	200,000	200,000	200,000	1,200,000
Funding Sources								
Local	-	-	200,000	400,000	200,000	200,000	200,000	1,200,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	200,000	400,000	200,000	200,000	200,000	1,200,000

Estimated Operating Cost Impact

No new operating costs are expected to be incurred 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

To allow for quiet areas in the East Austin corridor for freight operations, which will benefit the people along the tracks when freight runs at nights.

Strategic Objective

This project supports the following strategic objective: Improve Service Delivery.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Triangular Junction (wye) Rehabilitation

Department Engineering and Construction

Project Description

This project will replace the track and switches for the Austin's Triangular Junction (wye), including, if necessary, two new diamond crossings to serve the Balcones Recycling Center.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	1,000,000	-	-	-	1,000,000
Contingency	-	-	-	140,000	-	-	-	140,000
Design/engineering/site work	-	-	100,000	110,000	-	-	-	210,000
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	150,000	-	-	-	-	150,000
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	250,000	1,250,000	-	-	-	1,500,000
Funding Sources								
Local	-	-	250,000	1,250,000	-	-	-	1,500,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	250,000	1,250,000	-	-	-	1,500,000

Estimated Operating Cost Impact

No new operating costs are expected to be incurred 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 a safer track structure to avoid freight derailments.

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Diesel Multiple Unit (DMU) Modifications

Department Rail

Project Description

This project provides the required modifications to the commuter railcars to meet Federal Rail Administration waiver requirements.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	40,000	-	-	-	-	40,000
Design/engineering/site work	-	-	150,000	-	-	-	-	150,000
Equipment	-	-	325,000	-	-	-	-	325,000
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	256,300	-	-	-	-	256,300
Total	-	-	771,300	-	-	-	-	771,300
Funding Sources								
Local	-	-	771,300	-	-	-	-	771,300
Grants	-	-	-	-	-	-	-	-
Total	-	-	771,300	-	-	-	-	771,300

Estimated Operating Cost Impact

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

Project Benefits

This project provides the required modifications to the commuter railcars to meet Federal Rail Administration waiver requirements.

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Existing Security Camera Replacements and Additions

Department Security

Project Description

This project replaces closed circuit TV cameras around the agency that have reached their end of their useful life and provides additional cameras as well.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	-	-	-	-
Equipment	89,940	100,000	120,000	75,000	100,000	75,000	100,000	659,940
IT Systems/equipment	38,446	50,000	-	50,000	75,000	25,000	25,000	263,446
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	75,000	125,000	50,000	25,000	275,000
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	128,386	150,000	120,000	200,000	300,000	150,000	150,000	1,198,386
Funding Sources								
Local	128,386	30,000	24,000	40,000	60,000	30,000	30,000	342,386
Grants	-	120,000	96,000	160,000	240,000	120,000	120,000	856,000
Total	128,386	150,000	120,000	200,000	300,000	150,000	150,000	1,198,386

Estimated Operating Cost Impact

No new operating costs are expected to be incurred as a result of completing this project because existing technology is being replaced and current maintenance costs will continue.

Project Benefits

This project will improve the reliability of security cameras and safeguard Capital Metro's assets

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Rails with Trails

Department Engineering and Construction

Project Description

This project will design and construct a trail between US 183 and Mid Town Commons using an alignment outside Capital Metro's railroad right of way.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	12,000	30,000	-	50,000	-	50,000	142,000
Construction	-	1,300,000	690,000	-	1,100,000	-	1,100,000	4,190,000
Contingency	-	-	60,000	-	150,000	-	150,000	360,000
Design/engineering/site work	-	588,000	120,000	-	200,000	-	200,000	1,108,000
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	1,900,000	900,000	-	1,500,000	-	1,500,000	5,800,000
Funding Sources								
Local	-	-	-	-	300,000	-	300,000	600,000
Grants	-	1,900,000	900,000	-	1,200,000	-	1,200,000	5,200,000
Total	-	1,900,000	900,000	-	1,500,000	-	1,500,000	5,800,000

Estimated Operating Cost Impact

The operating cost impact as a result of completing this project is estimated to be \$100,000 per year for landscaping and \$24,000 per year for utility costs of any security lighting along the trail(s) beginning in Fiscal Year 2016. No janitorial costs are expected for this project.

Project Benefits

This project will provide a path for another mode of travel (bicycles) thus providing transportation choices for the community.

Strategic Objective

This project supports the following strategic objective: Improve Customer Satisfaction and Loyalty; and Improve Service Delivery.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name 509 Thompson Lane Facility - Access Ladder

Department Maintenance

Project Description

This project will provide a ladder to access the roof of the 509 Thompson Lane Building for maintenance and repairs.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	8,000	-	-	-	-	8,000
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	8,000	-	-	-	-	8,000
Funding Sources								
Local	-	-	1,600	-	-	-	-	1,600
Grants	-	-	6,400	-	-	-	-	6,400
Total	-	-	8,000	-	-	-	-	8,000

Estimated Operating Cost Impact

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

Project Benefits

This project improves safety for maintenance employees when working on the roof of this building.

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name 509 Thompson Lane Facility - Service Island Walkways

Department Maintenance

Project Description

This project will add paramagnet anti-slip properties to the floor of the Service Island walkways to allow for a safe working environment.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	15,000	-	-	-	-	15,000
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	15,000	-	-	-	-	15,000
Funding Sources								
Local	-	-	3,000	-	-	-	-	3,000
Grants	-	-	12,000	-	-	-	-	12,000
Total	-	-	15,000	-	-	-	-	15,000

Estimated Operating Cost Impact

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

Project Benefits

Adding paramagnet anti-slip properties to the floor of the Service Island walkways makes a safe working environment for employees.

Strategic Objective

This project supports the following strategic objective: improve tools, technology and vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Headquarters Facility - Bus Parking Repair

Department Maintenance

Project Description

This project will repair the Main Bus parking lot which has several large areas where the pavement has sunk or broken up since when it was built in 1988.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	50,000	-	-	-	-	50,000
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	50,000	-	-	-	-	50,000
Funding Sources								
Local	-	-	10,000	-	-	-	-	10,000
Grants	-	-	40,000	-	-	-	-	40,000
Total	-	-	50,000	-	-	-	-	50,000

Estimated Operating Cost Impact

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

Project Benefits

This project improve safety in the bus parking lot and minimizes the incidence of damage to vehicles.

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Headquarters Facility - Ground Lifts Upgrade

Department Maintenance

Project Description

This project will upgrade ground lifts which have had problems with leaking seals and are past the warranty period.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	-	-	-	-
Equipment	-	-	40,000	-	-	-	-	40,000
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	10,000	-	-	-	-	10,000
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	50,000	-	-	-	-	50,000
Funding Sources								
Local	-	-	10,000	-	-	-	-	10,000
Grants	-	-	40,000	-	-	-	-	40,000
Total	-	-	50,000	-	-	-	-	50,000

Estimated Operating Cost Impact

No operating costs are expected to be incurred as a result of completing this project due to no anticipated increased maintenance costs for the units.

Project Benefits

This project will upgrade ground lifts which have had problems with leaking seals and are past the warranty period.

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Headquarters Facility - Shop Lighting

Department Maintenance

Project Description

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

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	150,000	100,000	-	-	-	250,000
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	150,000	100,000	-	-	-	250,000
Funding Sources								
Local	-	-	30,000	20,000	-	-	-	50,000
Grants	-	-	120,000	80,000	-	-	-	200,000
Total	-	-	150,000	100,000	-	-	-	250,000

Estimated Operating Cost Impact

Beginning in Fiscal Year 2013, operating cost savings of approximately \$25,000 are estimated to be realized as a result of completing this capital project due to reduced energy consumption.

Project Benefits

This project is designed to offset electricity costs for these two Capital Metro facilities.

Strategic Objective

This project supports the following strategic objectives: Improve Tools, Technology and Vehicles; Improve Environmental Stewardship; and Improve Cost-Effectiveness.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Headquarters Facility - Bus Wash Units

Department Maintenance

Project Description

This project will replace bus wash units which have reached the end of their useful lives and are now three generations older than current manufacturers design and production. New designs and technologies will allow wider configuration, less water use and energy consumption.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	25,000	-	-	-	-	25,000
Equipment	-	-	475,000	-	-	-	-	475,000
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	500,000	-	-	-	-	500,000
Funding Sources								
Local	-	-	100,000	-	-	-	-	100,000
Grants	-	-	400,000	-	-	-	-	400,000
Total	-	-	500,000	-	-	-	-	500,000

Estimated Operating Cost Impact

Beginning in Fiscal Year 2012, after these units are replaced, operating cost savings of approximately \$5,000 are estimated to be realized as a result of completing this capital project due to reduced energy and water consumption and less maintenance and repair costs expected.

Project Benefits

This project replaces bus wash units that are past their useful lives with new units which are expected to reduce maintenance and utility costs.

Strategic Objective

This project supports the following strategic objectives: Improve Tools, Technology and Vehicles, Improve Environmental Stewardship and Improve Cost Effectiveness.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Headquarters Facility - Re-caulking Joints

Department Maintenance

Project Description

This project re-caulks the bus parking lot joints since most of the sealed joints currently are in need of re-sealing to keep the water from deteriorating the pavement and cause pre-mature loss in the 10 acres of bus parking lot joints.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	50,000	-	-	-	-	50,000
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	50,000	-	-	-	-	50,000
Funding Sources								
Local	-	-	10,000	-	-	-	-	10,000
Grants	-	-	40,000	-	-	-	-	40,000
Total	-	-	50,000	-	-	-	-	50,000

Estimated Operating Cost Impact

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

Project Benefits

This project will provide a 10 to 15 year sealing which will improve safety and reduce damage to vehicles.

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Bus Replacements

Department Maintenance

Project Description

This project will replace revenue transit buses on a scheduled basis based on vehicles meeting and exceeding their useful life expectancy prior to replacement.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	7,913,754	6,000,000	13,280,168	19,673,288	22,279,470	31,295,913	43,379,095	143,821,688
Other:	-	-	-	-	-	-	-	-
Total	7,913,754	6,000,000	13,280,168	19,673,288	22,279,470	31,295,913	43,379,095	143,821,688
Funding Sources								
Local	1,834,740	-	1,713,628	3,344,459	3,787,510	5,320,305	7,374,446	23,375,088
Grants	6,079,015	6,000,000	11,566,540	16,328,829	18,491,960	25,975,608	36,004,649	120,446,601
								-
Total	7,913,754	6,000,000	13,280,168	19,673,288	22,279,470	31,295,913	43,379,095	143,821,688

Estimated Operating Cost Impact

No new operating costs are expected to be incurred as a result of completing this project because existing buses are being replaced on a replacement schedule.

Project Benefits

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

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles; and Improve Cost-Effectiveness.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Paratransit Vehicle Replacement

Department Maintenance

Project Description

This project replaces revenue paratransit vehicles on a scheduled basis based on vehicles meeting and exceeding their useful life expectancy prior to replacement.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	3,954,574	2,160,770	2,000,000	438,010	-	5,406,303	2,752,058	16,711,715
Other:	-	-	-	-	-	-	-	-
Total	3,954,574	2,160,770	2,000,000	438,010	-	5,406,303	2,752,058	16,711,715
Funding Sources								
Local	770,436	280,900	340,000	87,602	-	1,081,261	550,412	3,110,610
Grants	3,184,138	1,879,870	1,660,000	350,408	-	4,325,042	2,201,646	13,601,105
Total	3,954,574	2,160,770	2,000,000	438,010	-	5,406,303	2,752,058	16,711,715

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 on a replacement schedule.

Project Benefits

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

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles; and Improve Cost-Effectiveness.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Non-Revenue Vehicle Replacement

Department Maintenance

Project Description

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

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	2,254,361	-	120,000	537,091	590,892	698,307	719,256	4,919,907
Other:	-	-	-	-	-	-	-	-
Total	2,254,361	-	120,000	537,091	590,892	698,307	719,256	4,919,907
Funding Sources								
Local	2,254,361	-	24,000	107,418	118,178	139,661	143,851	2,787,470
Grants	-	-	96,000	429,673	472,714	558,646	575,405	2,132,437
Total	2,254,361	-	120,000	537,091	590,892	698,307	719,256	4,919,907

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 on a replacement schedule.

Project Benefits

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

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles; and Improve Cost Effectiveness.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Engine and Transmission Rebuilds

Department Maintenance

Project Description

This project rebuilds bus engines and transmissions on a scheduled basis once to two times during the vehicle's life expectancy.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	5,156,501	750,000	957,261	1,627,637	846,583	726,855	1,544,826	11,609,663
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	5,156,501	750,000	957,261	1,627,637	846,583	726,855	1,544,826	11,609,663
Funding Sources								
Local	5,156,501	750,000	191,452	325,527	169,317	145,371	308,965	7,047,134
Grants	-	-	765,809	1,302,110	677,266	581,484	1,235,861	4,562,530
Total	5,156,501	750,000	957,261	1,627,637	846,583	726,855	1,544,826	11,609,663

Estimated Operating Cost Impact

No new operating costs are expected to be incurred as a result of completing this project because these engines and transmissions are scheduled rebuilds of existing engines and transmissions.

Project Benefits

This project replaces current equipment which is past its useful life expectancy, and maintenance costs are expected to be reduced.

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles; and Improve Cost-Effectiveness.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Transit Oriented Development-Last Mile Initiatives

Department Planning

Project Description

This project provides enhanced access to the transit system from nearby development. Project elements may include improved sidewalks, bicycle facilities, signage and related infrastructure.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	5,000	5,000	5,000	15,000
Construction	-	-	-	80,000	400,000	400,000	400,000	1,280,000
Contingency	-	-	-	20,000	95,000	95,000	95,000	305,000
Design/engineering/site work	-	-	100,000	100,000	-	-	-	200,000
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	100,000	200,000	500,000	500,000	500,000	1,800,000
Funding Sources								
Local	-	-	100,000	40,000	100,000	100,000	100,000	440,000
Grants	-	-	-	160,000	400,000	400,000	400,000	1,360,000
Total	-	-	100,000	200,000	500,000	500,000	500,000	1,800,000

Estimated Operating Cost Impact

The estimated operating costs for this project in Fiscal Year 2016 would be minimal since the ongoing maintenance required by sidewalks, bicycle facilities, and signage is expected to be minimal.

Project Benefits

A significant barrier to increased use of public transit service is the "last mile connection" in that the transit station or stop may not be directly adjacent to the customer's origin or destination. Making investments in enhanced access to transit has been shown to be a cost effective to increase ridership.

Strategic Objective

This project supports the following strategic objectives: Improve Customer Satisfaction and Loyalty; and Improve Service Delivery

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Alternative Analysis

Department Planning

Project Description

This project is part of a grant application submitted to evaluate potential transportation improvements within the Central Texas region, to include north central Austin and the cities of Round Rock, Pflugerville, and Georgetown including roadway improvements, upgrades and/or expansion to the existing Capital Metro MetroRail Red Line, and other transit improvements such as the implementation of Bus Rapid Transit (BRT) corridors. Integral to this study is a review and refinement of the Capital Area Metropolitan Planning Organization (CAMPO) travel demand model. A grant application has been submitted under Fiscal Year 2010 Discretionary Livability Funding Opportunity: Alternatives Analysis Program.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	1,000,000	1,000,000	-	-	-	2,000,000
Total	-	-	1,000,000	1,000,000	-	-	-	2,000,000
Funding Sources								
Local	-	-	200,000	200,000	-	-	-	400,000
Grants	-	-	800,000	800,000	-	-	-	1,600,000
Total	-	-	1,000,000	1,000,000	-	-	-	2,000,000

Estimated Operating Cost Impact

No operating costs are expected to be incurred as a result of completing this study if the grant application which would fund this study is approved by the Federal Transit Administration (FTA).

Project Benefits

The overarching goal of the proposed study is to determine a set of reasonable and feasible transportation options that could mitigate congestion and provide an alternative to vehicular traffic within the North Central Corridor. Other goals of the proposed study include finding an alternative transportation choice that links major traffic generators, serves existing communities and neighborhoods, and promotes economic development, while providing an alternative transportation option for residents of the City of Austin's planned affordable housing developments in and around Downtown Austin.

Strategic Objective

This project supports the following strategic objective: Improve Service Delivery and Build and Sustain Effective Strategic Partnerships.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Telephone Switch Upgrade

Department IT

Project Description

This project will upgrade the existing telephone system to be able to handle 911 information, increase call options and keep the system in compliance with vendor maintenance requirements.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	50,000	50,000	-	-	100,000
Equipment	-	-	-	100,000	100,000	-	-	200,000
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	150,000	150,000	-	-	300,000
Funding Sources								
Local	-	-	-	30,000	30,000	-	-	60,000
Grants	-	-	-	120,000	120,000	-	-	240,000
Total	-	-	-	150,000	150,000	-	-	300,000

Estimated Operating Cost Impact

No operating cost increases are expected to be incurred as a result of completing this project because the existing phone system is being upgraded with a new system that has a comparable operating cost.

Project Benefits

Upgrading the telephone system will allow Capital Metro to continue using fixed telephones and remain in compliance with vendor maintenance requirements.

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Radio Communication System Replacement

Department Maintenance

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 change over to a digital trunked radio system which will require system changes by 2014.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	500,000	-	-	-	500,000
Equipment	-	-	-	-	2,000,000	2,500,000	-	4,500,000
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	500,000	2,000,000	2,500,000	-	5,000,000
Funding Sources								
Local	-	-	-	100,000	400,000	500,000	-	1,000,000
Grants	-	-	-	400,000	1,600,000	2,000,000	-	4,000,000
Total	-	-	-	500,000	2,000,000	2,500,000	-	5,000,000

Estimated Operating Cost Impact

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

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Geographic Information System (GIS) Upgrade

Department IT

Project Description

This project will upgrade the existing Geographic Information System (GIS) to keep the software application functional and within maintenance standards.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	-	-	-	-
Equipment	-	-	-	5,000	-	-	-	5,000
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	5,000	-	-	-	5,000
Funding Sources								
Local	-	-	-	1,000	-	-	-	1,000
Grants	-	-	-	4,000	-	-	-	4,000
								-
Total	-	-	-	5,000	-	-	-	5,000

Estimated Operating Cost Impact

No operating cost increases are expected to be incurred as a result of completing this project because an existing application is being upgraded which will continue to have the similar operating costs.

Project Benefits

Upgrading the existing Geographic Information System (GIS) will keep the system in compliance with vendor maintenance requirements and provide new features and fixes.

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Network Environmental Monitoring

Department IT

Project Description

This project will install equipment to monitor the temperature, humidity, and other environmental conditions of the network infrastructure.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	11,250	-	-	-	11,250
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	11,250	-	-	-	11,250
Funding Sources								
Local	-	-	-	2,250	-	-	-	2,250
Grants	-	-	-	9,000	-	-	-	9,000
								-
Total	-	-	-	11,250	-	-	-	11,250

Estimated Operating Cost Impact

The net operating cost impact as a result of completing this project is estimated to be approximately \$5,000 per year starting in Fiscal Year 2011 and includes costs for all software maintenance and other associated costs.

Project Benefits

The installation of this monitoring equipment will allow technical staff to monitor the service environment of the IT infrastructure assisting in extending the life of existing equipment.

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Document Management System Upgrade

Department IT

Project Description

This project will install the latest software upgrade to keep the existing Document Management System functional and within maintenance standards.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	50,000	-	-	-	50,000
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	50,000	-	-	-	50,000
Funding Sources								
Local	-	-	-	10,000	-	-	-	10,000
Grants	-	-	-	40,000	-	-	-	40,000
Total	-	-	-	50,000	-	-	-	50,000

Estimated Operating Cost Impact

No operating cost increases are expected to be incurred as a result of completing this project because an existing application is being upgraded which will continue to incur similar operating costs.

Project Benefits

Upgrading this software application will keep the system in compliance with vendor maintenance requirements.

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name North East Operations Facility - Parking Lot Expansion

Department Engineering and Construction

Project Description

This project will add an additional 64 employee parking spaces for this existing facility. This project also replaces the existing detention and filtration ponds that will be taken out when the Texas Department of Transportation expands US 183. In addition, this project will replace some concrete paving areas that are in need of repair and maintenance due to cracks caused by subsurface expansive clays on site. Lastly, this project will provide a storage yard for bus shelters, trash cans and benches.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	200,000	-	-	-	200,000
Contingency	-	-	-	25,000	-	-	-	25,000
Design/engineering/site work	-	-	-	25,000	-	-	-	25,000
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	250,000	-	-	-	250,000
Funding Sources								
Local	-	-	-	50,000	-	-	-	50,000
Grants	-	-	-	200,000	-	-	-	200,000
Total	-	-	-	250,000	-	-	-	250,000

Estimated Operating Cost Impact

The operating cost impact as a result of completing this project is estimated to be \$2,400 per year for landscape maintenance costs, and \$14,400 per year for expected electrical consumption both beginning in Fiscal Year 2012.

Project Benefits

This project will help alleviate overcrowding of the existing parking lots for employees and help rebuild new detention and filtration ponds for the property since the Texas Department of Transportation has already paid for the extra road Right-of-Way which will eliminate the existing detention pond in preparation for the expansion of US 183.

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Southpark Meadows Transit Center

Department Engineering and Construction

Project Description

This project will provide an anchor point and southern terminus for the North Lamar / South Congress MetroRapid line now under development. The facility will also serve as a hub for South East Austin transit operations, and provide a location where customers can make connections between routes. While the specific location has yet to be determined, the facility is expected to be at or near Southpark Meadows.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	10,000	10,000	10,000	-	30,000
Construction	-	-	-	500,000	1,750,000	600,000	-	2,850,000
Contingency	-	-	-	180,000	140,000	120,000	-	440,000
Design/engineering/site work	-	-	-	500,000	100,000	30,000	-	630,000
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	50,000	-	-	-	50,000
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	1,240,000	2,000,000	760,000	-	4,000,000
Funding Sources								
Local	-	-	-	248,000	400,000	152,000	-	800,000
Grants	-	-	-	992,000	1,600,000	608,000	-	3,200,000
Total	-	-	-	1,240,000	2,000,000	760,000	-	4,000,000

Estimated Operating Cost Impact

The operating cost impact as a result of completing this project is estimated to be \$9,000 per year for utility costs and \$8,000 per year for landscaping maintenance expenses. In the future, this project may result in additional maintenance work orders for the Public Facilities Department.

Project Benefits

This project will provide the southern anchor park and ride facility for the new Metro Rapid service.

Strategic Objective

This project supports the following strategic objectives: Improve Customer Satisfaction and Loyalty; and Improve Service Delivery.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Transit Priority Treatments

Department Engineering and Construction

Project Description

The purpose of this project is to provide transit priority treatments identified through a systemwide evaluation. Treatments may include queue jumpers to allow buses to bypass traffic at congested intersections, transit signal priority treatments along major transit corridors, or other traffic engineering solutions that give priority to transit and help to reduce travel time, raise average operating speeds and increase service reliability.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	5,000	5,000	5,000	5,000	20,000
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	10,000	20,000	25,000	25,000	80,000
Design/engineering/site work	-	-	-	20,000	20,000	40,000	40,000	120,000
Equipment	-	-	-	65,000	105,000	130,000	130,000	430,000
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	100,000	150,000	200,000	200,000	650,000
Funding Sources								
Local	-	-	-	20,000	30,000	40,000	40,000	130,000
Grants	-	-	-	80,000	120,000	160,000	160,000	520,000
Total	-	-	-	100,000	150,000	200,000	200,000	650,000

Estimated Operating Cost Impact

No operating costs are expected to be incurred as a result of completing this project. Any operational savings in travel time will be absorbed in improved schedule adherence and recovery time.

Project Benefits

Transit priority treatments are intended to increase service quality by reducing travel time for transit vehicles in congested corridors.

Strategic Objective

This project supports the following strategic objectives: Improve Customer Satisfaction and Loyalty; and Improve Service Delivery.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Rail Maintenance Building Improvement

Department Engineering and Construction

Project Description

This project will stop rainwater from entering the building along the rails from the North and install additional exhaust ventilation to vent railcar exhaust in the building.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	10,000	-	-	-	10,000
Construction	-	-	-	60,000	-	-	-	60,000
Contingency	-	-	-	30,000	-	-	-	30,000
Design/engineering/site work	-	-	-	30,000	-	-	-	30,000
Equipment	-	-	-	60,000	-	-	-	60,000
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	190,000	-	-	-	190,000
Funding Sources								
Local	-	-	-	38,000	-	-	-	38,000
Grants	-	-	-	152,000	-	-	-	152,000
Total	-	-	-	190,000	-	-	-	190,000

Estimated Operating Cost Impact

No new operating costs are expected to be incurred 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 protects the Railcar Maintenance Building from water damage and vents railcar exhaust in the building.

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Point of Conflict Derails

Department Rail

Project Description

This project provides the ability to segment Capital Metro's track within the Centralized Traffic Control to allow freight and commuter to operate at the same time. This project would install two way, automatic derails at Castle and the Union Pacific Overpass which will allow for the Abbott Yard switching to take place while commuter would be able to operate between downtown and either Howard Station and/or Lakeline, depending on where the derails are located. The Federal Railroad Administration has indicated they would allow for segmenting Capital Metro's track once the proper equipment is in place to allow for the segmentation of the track to occur.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	5,000	10,000	-	-	15,000
Construction	-	-	-	60,000	150,000	-	-	210,000
Contingency	-	-	-	15,000	30,000	-	-	45,000
Design/engineering/site work	-	-	-	15,000	20,000	-	-	35,000
Equipment	-	-	-	100,000	180,000	-	-	280,000
IT Systems/equipment	-	-	-	5,000	10,000	-	-	15,000
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	200,000	400,000	-	-	600,000
Funding Sources								
Local	-	-	-	200,000	400,000	-	-	600,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	-	200,000	400,000	-	-	600,000

Estimated Operating Cost Impact

No new operating costs are expected to be incurred 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 allows Capital Metro to run both commuter and freight operations (to McNeil Junction) at the same time. In addition, the project will allow for the Steam Train Association to operate on weekends while the commuter trains operate.

Strategic Objective

This project supports the following strategic objective: Improve Service Delivery and Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Control Point Air Conditioners

Department Rail

Project Description

This project will provide air conditioners for rail crossing houses and control points.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	-	-	-	-
Equipment	-	-	-	16,000	-	-	-	16,000
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	16,000	-	-	-	16,000
Funding Sources								
Local	-	-	-	16,000	-	-	-	16,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	-	16,000	-	-	-	16,000

Estimated Operating Cost Impact

No new operating costs are expected to be incurred 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 extends the life of the electronic systems in rail crossing houses and control points by preventing overheating during the summer months.

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology, and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Headquarters Facility - Front Parking Lot

Department Maintenance

Project Description

This project will build a parking lot to replace the sinking pavers installed in 1988 to minimize safety hazards in the east side.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	150,000	-	-	-	150,000
Contingency	-	-	-	25,000	-	-	-	25,000
Design/engineering/site work	-	-	-	25,000	-	-	-	25,000
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	200,000	-	-	-	200,000
Funding Sources								
Local	-	-	-	40,000	-	-	-	40,000
Grants	-	-	-	160,000	-	-	-	160,000
Total	-	-	-	200,000	-	-	-	200,000

Estimated Operating Cost Impact

No operating costs are expected to be incurred as a result of completing this project because normal maintenance costs are already budgeted for by the Public Facilities Department.

Project Benefits

This project will provide a safer alternative to the sinking pavers.

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Headquarters Facility - Bus Parking Lot Striping

Department Maintenance

Project Description

This project spot strips the main bus parking lot for safe night parking of buses given that the last striping was done over four years ago and the spots striping is fading. Glass beads will also be added to reflect during the night time.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	25,000	-	-	-	25,000
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	25,000	-	-	-	25,000
Funding Sources								
Local	-	-	-	5,000	-	-	-	5,000
Grants	-	-	-	20,000	-	-	-	20,000
Total	-	-	-	25,000	-	-	-	25,000

Estimated Operating Cost Impact

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

Project Benefits

This project improves safety and working conditions in the main bus parking lot.

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name 509 Thompson Lane Facility - Parking Lot Seal

Department Maintenance

Project Description

This project will add a waterproof coating seal to the parking lot of the 509 Thompson Lane Facility to address sink holes and water weeping.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	20,000	-	-	-	20,000
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	20,000	-	-	-	20,000
Funding Sources								
Local	-	-	-	4,000	-	-	-	4,000
Grants	-	-	-	16,000	-	-	-	16,000
Total	-	-	-	20,000	-	-	-	20,000

Estimated Operating Cost Impact

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

Project Benefits

This project improves safety in the parking lot and reduce the likelihood of damage to vehicles.

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Headquarters Facility - Shop Air Compressors Replacements

Department Maintenance

Project Description

This project replaces shop air compressors which have reached the end of their life cycles and show sign of major rebuilding needs. Replacements would provide warranties and reduced energy demands since they run 24 hrs 7 days a week.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	-	-	-	-
Equipment	-	-	-	20,000	-	-	-	20,000
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	20,000	-	-	-	20,000
Funding Sources								
Local	-	-	-	4,000	-	-	-	4,000
Grants	-	-	-	16,000	-	-	-	16,000
Total	-	-	-	20,000	-	-	-	20,000

Estimated Operating Cost Impact

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

Project Benefits

This project replaces current equipment which is past its useful life. Maintenance and utility costs are expected to be reduced with new air compressors.

Strategic Objective

This project supports the following strategic objectives: Improve Tools, Technology and Vehicles; Improve Environmental Stewardship; and Improve Cost-Effectiveness.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Headquarters Facility - HVAC Fleet Replacement

Department Maintenance

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.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	25,000	-	-	-	25,000
Equipment	-	-	-	125,000	-	-	-	125,000
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	150,000	-	-	-	150,000
Funding Sources								
Local	-	-	-	30,000	-	-	-	30,000
Grants	-	-	-	120,000	-	-	-	120,000
Total	-	-	-	150,000	-	-	-	150,000

Estimated Operating Cost Impact

No operating costs are expected to be incurred as a result of completing this project due to no negative impact to operations.

Project Benefits

This project replaces the existing HVAC system with a new system which is expected to reduce maintenance and utility costs.

Strategic Objective

This project supports the following strategic objectives: Improve Tools, Technology and Vehicles; Improve Environmental Stewardship; and Improve Cost Effectiveness.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name 509 Thompson Lane Facility Roof Repair

Department Maintenance

Project Description

This project will repair the roof using a newer type of roof that will also serve to stop the water leaks that are due to the design.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	85,000	-	-	-	85,000
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	15,000	-	-	-	15,000
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	100,000	-	-	-	100,000
Funding Sources								
Local	-	-	-	20,000	-	-	-	20,000
Grants	-	-	-	80,000	-	-	-	80,000
Total	-	-	-	100,000	-	-	-	100,000

Estimated Operating Cost Impact

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

Project Benefits

This project will fix roof design flaws.

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Transit Oriented Development-Leander

Department Planning

Project Description

Capital Metro has been working with public and private partners to implement a transit-oriented development at the Leander Station, both on Capital Metro-owned property and on adjacent properties. This project provides funding to help this Transit Oriented Development get off the ground.

Spending Categories	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Capital labor	-	-	-	2,000	2,000	2,000	2,000	8,000
Construction	-	-	-	-	40,000	40,000	40,000	120,000
Contingency	-	-	-	-	8,000	8,000	8,000	24,000
Design/engineering/site work	-	-	-	48,000	-	-	-	48,000
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	50,000	50,000	50,000	50,000	200,000
Funding Sources								
Local	-	-	-	10,000	10,000	10,000	10,000	40,000
Grants	-	-	-	40,000	40,000	40,000	40,000	160,000
Total	-	-	-	50,000	50,000	50,000	50,000	200,000

Estimated Operating Cost Impact

The estimated maintenance costs for this project is estimated to be \$50,000 in Fiscal Year 2016.

Project Benefits

Transit Oriented Development has been shown to be a major factor in growing transit ridership and has the potential to provide a long-term revenue stream for the agency to support transit operations. By making an initial investment in Transit Oriented Development, these ongoing and long-term benefits can be achieved.

Strategic Objective

This project supports the following strategic objectives: Improve Customer Satisfaction and Loyalty; Build and Sustain Effective Strategic Partnerships; and Improve Service Delivery.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Electronic Parts Catalog Addition

Department IT

Project Description

This project will add an electronic parts catalog to the Asset Management System to automate the process Vehicle Maintenance uses to order and manage parts inventory.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	30,000	-	-	30,000
Equipment	-	-	-	-	50,000	-	-	50,000
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	-	80,000	-	-	80,000
Funding Sources								
Local	-	-	-	-	16,000	-	-	16,000
Grants	-	-	-	-	64,000	-	-	64,000
Total	-	-	-	-	80,000	-	-	80,000

Estimated Operating Cost Impact

The net operating cost impact as a result of completing this project is estimated to be approximately \$20,000 per year starting in Fiscal Year 2011 and includes costs for all software maintenance and other associated costs.

Project Benefits

Adding an electronic parts catalog will improve the accuracy of the vehicle maintenance parts inventory.

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Asset Management System Upgrade

Department IT

Project Description

This project will install the latest version of the Asset Management System to keep the software application functional and within maintenance standards.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	20,000	-	-	20,000
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	-	20,000	-	-	20,000
Funding Sources								
Local	-	-	-	-	4,000	-	-	4,000
Grants	-	-	-	-	16,000	-	-	16,000
								-
Total	-	-	-	-	20,000	-	-	20,000

Estimated Operating Cost Impact

No net operating cost changes are expected to be incurred as a result of completing this project because an existing application is being upgraded which will continue to incur similar operating costs.

Project Benefits

Upgrading this software application will keep the system in compliance with vendor maintenance requirements.

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name North Lamar Transit Center Upgrade

Department Engineering and Construction

Project Description

This project will update and modernize the North Lamar Transit Center, one of the busiest transfer points in the entire system. This facility was the first Park and Ride developed at Capital Metro and has worn down over the years.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	30,000	-	-	30,000
Construction	-	-	-	-	1,500,000	-	-	1,500,000
Contingency	-	-	-	-	150,000	-	-	150,000
Design/engineering/site work	-	-	-	-	260,000	-	-	260,000
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	60,000	-	-	60,000
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	-	2,000,000	-	-	2,000,000
Funding Sources								
Local	-	-	-	-	400,000	-	-	400,000
Grants	-	-	-	-	1,600,000	-	-	1,600,000
Total	-	-	-	-	2,000,000	-	-	2,000,000

Estimated Operating Cost Impact

No new operating costs are expected to be incurred as a result of completing this project for utility, landscape, and janitorial costs because an existing facility is being upgraded and modernized and existing operating costs will continue to be incurred.

Project Benefits

This project will upgrade the North Lamar Transfer Center which was built in the 1980's.

Strategic Objective

This project supports the following strategic objectives: Improve Customer Satisfaction and Loyalty; and Improve Service Delivery.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name South IH-35 Park and Ride

Department Engineering and Construction

Project Description

This project is programmed to serve the South IH-35 corridor which is the largest travel pattern in the region currently without a transit option and was identified in Service Plan 2020 as a prime corridor for commuter service implementation. Development of a Park and Ride would enable such service to be initiated.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	10,000	-	-	10,000
Construction	-	-	-	-	800,000	-	-	800,000
Contingency	-	-	-	-	90,000	-	-	90,000
Design/engineering/site work	-	-	-	-	600,000	-	-	600,000
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	-	1,500,000	-	-	1,500,000
Funding Sources								
Local	-	-	-	-	300,000	-	-	300,000
Grants	-	-	-	-	1,200,000	-	-	1,200,000
Total	-	-	-	-	1,500,000	-	-	1,500,000

Estimated Operating Cost Impact

The operating cost impact as a result of completing this project is estimated to be \$9,000 in new landscaping maintenance expenses per year; \$12,000 in new utility expenses per year, and \$21,000 in new janitorial expenses per year beginning in Fiscal Year 2014. Based on the Service Plan 2020, approximately 4,000

Project Benefits

This Park and Ride would serve the southern side of the IH-35 corridor including customers in south Austin and southern service areas.

Strategic Objective

This project supports the following strategic objectives: Improve Customer Satisfaction and Loyalty; and Improve Service Delivery.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Downtown Passenger Facilities

Department Engineering and Construction

Project Description

The scope of this project is still evolving and could take a number of forms. The overarching objective is to make capital investments in the downtown area that will improve the customer experience, enhance transit operations and address concerns of downtown stakeholders.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	20,000	40,000	40,000	100,000
Construction	-	-	-	-	750,000	2,350,000	3,150,000	6,250,000
Contingency	-	-	-	-	70,000	250,000	340,000	660,000
Design/engineering/site work	-	-	-	-	120,000	300,000	400,000	820,000
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	40,000	60,000	70,000	170,000
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	-	1,000,000	3,000,000	4,000,000	8,000,000
Funding Sources								
Local	-	-	-	-	200,000	600,000	800,000	1,600,000
Grants	-	-	-	-	800,000	2,400,000	3,200,000	6,400,000
Total	-	-	-	-	1,000,000	3,000,000	4,000,000	8,000,000

Estimated Operating Cost Impact

No new operating costs are expected to be incurred as a result of completing this project for utility, landscaping or janitorial services. In the future, this project may result in additional maintenance work orders for the Public Facilities Department.

Project Benefits

The overarching objective is to make capital investments in the downtown area that will improve the customer experience, enhance transit operations and address concerns of downtown stakeholders.

Strategic Objective

This project supports the following strategic objectives: Improve Customer Satisfaction and Loyalty; and Improve Service Delivery.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name South Congress / William Cannon Transfer Station

Department Engineering and Construction

Project Description

This facility will replace an existing on-street transfer facility to be located off-street.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	10,000	-	-	10,000
Construction	-	-	-	-	1,140,000	-	-	1,140,000
Contingency	-	-	-	-	110,000	-	-	110,000
Design/engineering/site work	-	-	-	-	190,000	-	-	190,000
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	50,000	-	-	50,000
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	-	1,500,000	-	-	1,500,000
Funding Sources								
Local	-	-	-	-	300,000	-	-	300,000
Grants	-	-	-	-	1,200,000	-	-	1,200,000
Total	-	-	-	-	1,500,000	-	-	1,500,000

Estimated Operating Cost Impact

The operating cost impact as a result of completing this project is estimated to be \$5,000 in new landscaping maintenance expenses per year, \$6,000 in new utility expenses per year, and \$10,500 in new janitorial expenses per year beginning in Fiscal Year 2014.

Project Benefits

The project will improve customer safety by shifting the bus transfer location from an on-street facility to an off-street facility.

Strategic Objective

This project supports the following strategic objective: Improve Customer Satisfaction and Loyalty; and Improve Service Delivery.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Wide-Load Detector Enhancements

Department Rail

Project Description

This project improves the communication and detectors of wide loads on railroad in order to prevent damage to commuter rail stations.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	5,000	-	-	5,000
Contingency	-	-	-	-	3,000	-	-	3,000
Design/engineering/site work	-	-	-	-	5,000	-	-	5,000
Equipment	-	-	-	-	25,000	-	-	25,000
IT Systems/equipment	-	-	-	-	2,000	-	-	2,000
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	20,000	-	-	20,000
Total	-	-	-	-	60,000	-	-	60,000
Funding Sources								
Local	-	-	-	-	60,000	-	-	60,000
Grants	-	-	-	-	-	-	-	-
Total	-	-	-	-	60,000	-	-	60,000

Estimated Operating Cost Impact

No new operating costs are expected to be incurred 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 prevents damage to rail stations in case a damaged or wide car gets into the commuter corridor.

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Building Access Card Reader Hardware Replacement

Department Security

Project Description

This project will replace the existing building access card reader hardware with newer technology.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	25,000	-	-	25,000
Equipment	-	-	-	-	375,000	-	-	375,000
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	-	400,000	-	-	400,000
Funding Sources								
Local	-	-	-	-	80,000	-	-	80,000
Grants	-	-	-	-	320,000	-	-	320,000
Total	-	-	-	-	400,000	-	-	400,000

Estimated Operating Cost Impact

No new operating costs are expected to be incurred as a result of completing this project because existing technology is being replaced and current maintenance costs will continue.

Project Benefits

This project will replace the existing building access card reader hardware with newer technology.

Strategic Objective

This project supports the following strategic objective: Improve Tools and Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Headquarters Facility - Oil Water Separator

Department Maintenance

Project Description

This project replaces the current oil water separator used in the Chassis cleaning bay which is over 10 years old and can no longer provide water re-use except on a short time basis. This is a closed loop system so the water to clean the chassis is recycled up to 1,200 gallons per day. Current advanced techniques offer reduce maintenance and better water quality for re-use.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	15,000	-	-	15,000
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	-	15,000	-	-	15,000
Funding Sources								
Local	-	-	-	-	3,000	-	-	3,000
Grants	-	-	-	-	12,000	-	-	12,000
Total	-	-	-	-	15,000	-	-	15,000

Estimated Operating Cost Impact

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

Project Benefits

This project replaces current equipment which is past its useful life. Maintenance and utility costs are expected to be reduced through the use of more efficient units.

Strategic Objective

This project supports the following strategic objectives: Improve Tools, Technology and Vehicles; Improve Environmental Stewardship and Improve Cost-Effectiveness.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name North Operations Facility - HVAC control system

Department Maintenance

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 temperature to be set with minimums and maximums and track and respond to loads.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	20,000	-	-	20,000
Equipment	-	-	-	-	40,000	-	-	40,000
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	-	60,000	-	-	60,000
Funding Sources								
Local	-	-	-	-	12,000	-	-	12,000
Grants	-	-	-	-	48,000	-	-	48,000
Total	-	-	-	-	60,000	-	-	60,000

Estimated Operating Cost Impact

Beginning in Fiscal Year 2014, after these units are replaced, operating cost savings of up to \$5,000 are estimated to be realized as a result of completing this capital project due to less energy consumption and less maintenance and repair needs expected.

Project Benefits

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

Strategic Objective

This project supports the following strategic objectives: Improve Tools, Technology and Vehicles; Improve Environmental Stewardship; and Improve Cost Effectiveness.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name North Operations Facility - Vaccum Truck

Department Maintenance

Project Description

This project purchases a vaccum truck for North Operations which will be used for cleaning waste streams and maintaining underground pits, sumps and trench drains. The maintenance schedule only allows a 7 day window before time performance is considered late, and the Federal Transit Administration requires that preventive maintenance time frames be met.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	75,000	-	-	75,000
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	-	75,000	-	-	75,000
Funding Sources								
Local	-	-	-	-	15,000	-	-	15,000
Grants	-	-	-	-	60,000	-	-	60,000
								-
Total	-	-	-	-	75,000	-	-	75,000

Estimated Operating Cost Impact

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

Project Benefits

This project will allow Capital Metro to meet maintenance schedule and Federal Transit Administration requirements.

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name South Loop 1 Park and Ride

Department Engineering and Construction

Project Description

This project is programmed to serve the South Loop 1 corridor which is the second largest travel pattern in the region currently without a transit option. The South Loop 1 corridor was identified in Service Plan 2020 as a prime corridor for commuter service implementation. Development of a Park and Ride would enable such service to be initiated.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	30,000	30,000	60,000
Construction	-	-	-	-	-	1,500,000	2,100,000	3,600,000
Contingency	-	-	-	-	-	150,000	250,000	400,000
Design/engineering/site work	-	-	-	-	-	250,000	250,000	500,000
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	70,000	30,000	100,000
Land purchase	-	-	-	-	-	-	340,000	340,000
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	2,000,000	3,000,000	5,000,000
Funding Sources								
Local	-	-	-	-	-	400,000	600,000	1,000,000
Grants	-	-	-	-	-	1,600,000	2,400,000	4,000,000
Total	-	-	-	-	-	2,000,000	3,000,000	5,000,000

Estimated Operating Cost Impact

The operating cost impact as a result of completing this project is estimated to be \$10,000 in new landscape maintenance expenses per year, \$12,000 in new utility expenses per year, and \$21,000 in new janitorial expenses per year beginning in Fiscal Year 2016. Based on Service Plan 2020, approximately 2,900 fixed

Project Benefits

This Park and Ride will enable the provision of commuter service in the highest demand corridor in the Austin area and provide a location for passengers to park and ride.

Strategic Objective

This project supports the following strategic objectives: Improve Customer Satisfaction and Loyalty; and Improve Service Delivery.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Towed Mobile Audio/Visual Command/surveillance Trailer

Department Security

Project Description

This mobile self-contained trailer with audio, video and lighting capabilities for major incident command would facilitate making critical decisions in real time during emergency/disaster situations at a safe distance in the event of adverse environmental conditions.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	55,000	-	55,000
IT Systems/equipment	-	-	-	-	-	20,000	-	20,000
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	75,000	-	75,000
Funding Sources								
Local	-	-	-	-	-	15,000	-	15,000
Grants	-	-	-	-	-	60,000	-	60,000
Total	-	-	-	-	-	75,000	-	75,000

Estimated Operating Cost Impact

No new operating costs are expected to be incurred as a result of completing this project because existing technology is being replaced and current maintenance costs will continue.

Project Benefits

This project would allow the major incident command to mobilize a fully operational emergency operations center through which to communicate with employees and other public safety agencies during an emergency.

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Headquarters Facility - Sweeper Replacement

Department Maintenance

Project Description

This project replaces the large self powered parking lot sweeper which is due for replacement and is used daily to clean the bus parking lot.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	50,000	-	50,000
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	50,000	-	50,000
Funding Sources								
Local	-	-	-	-	-	10,000	-	10,000
Grants	-	-	-	-	-	40,000	-	40,000
Total	-	-	-	-	-	50,000	-	50,000

Estimated Operating Cost Impact

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

Project Benefits

This project replaces current equipment which is past its useful life. Maintenance costs are expected to be reduced.

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name Headquarters Facility - Fuel Management Units

Department Maintenance

Project Description

This project replaces the fuel management system which is over 15 years old to improve the reliability of the fuel dispenser system.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	35,000	-	35,000
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	35,000	-	35,000
Funding Sources								
Local	-	-	-	-	-	7,000	-	7,000
Grants	-	-	-	-	-	28,000	-	28,000
Total	-	-	-	-	-	35,000	-	35,000

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 current equipment which is past its useful life. Maintenance costs are expected to be reduced.

Strategic Objective

This project supports the following strategic objectives: Improve Tools, Technology and Vehicles and Improve Cost-Effectiveness.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name North Operations Facility - Master Clock

Department Maintenance

Project Description

This project will install a master clock system in the North Operations facilities which will provide accurate timekeeping for shop and office areas.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	-	5,000	-	5,000
Equipment	-	-	-	-	-	25,000	-	25,000
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	30,000	-	30,000
Funding Sources								
Local	-	-	-	-	-	6,000	-	6,000
Grants	-	-	-	-	-	24,000	-	24,000
Total	-	-	-	-	-	30,000	-	30,000

Estimated Operating Cost Impact

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

Project Benefits

This project provide a master clock for this facility.

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Capital Metropolitan Transportation Authority
 FY2011-FY2015
 Capital Improvement Plan



Project Name North Operations Facility - De-Watering Farm

Department Maintenance

Project Description

This project is to provide a solution to the water accumulation in the underground fuel storage tank area ("tank farm"). Currently, maintenance personnel pump out water from the area with pumps on a routine basis.

	Actual Expenses FY2004 - FY2009	FY2010 Budget	FY2011 - FY2015 Capital Improvement Plan					Total
			FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
Spending Categories								
Capital labor	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Design/engineering/site work	-	-	-	-	-	15,000	-	15,000
Equipment	-	-	-	-	-	35,000	-	35,000
IT Systems/equipment	-	-	-	-	-	-	-	-
Land purchase	-	-	-	-	-	-	-	-
Repair and maintenance	-	-	-	-	-	-	-	-
Vehicles/associated parts	-	-	-	-	-	-	-	-
Other:	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	50,000	-	50,000
Funding Sources								
Local	-	-	-	-	-	10,000	-	10,000
Grants	-	-	-	-	-	40,000	-	40,000
Total	-	-	-	-	-	50,000	-	50,000

Estimated Operating Cost Impact

Beginning in Fiscal Year 2015, after project completion, less maintenance staff hours will be required for this area of the North Operations Facility.

Project Benefits

This project safeguard Capital Metro assets.

Strategic Objective

This project supports the following strategic objective: Improve Tools, Technology and Vehicles.

Appendix B
Approved Department Budgets by Line-Item Detail

Capital Metropolitan Transportation Authority

Fiscal year 2011 Budget

	FY2009 <i>Actual</i>	FY2010 <i>Budget</i>	FY2011 <i>Budget</i>	Variance FY2011 VS FY2010
100 NON-ALLOCATED BENEFITS	\$19,814,283	\$17,671,592	\$16,984,513	(\$687,079)
102 WELLNESS CENTER	\$332,229	\$398,126	\$361,414	(\$36,712)
103 CHILD CARE CENTER	\$592,514	\$601,608	\$630,673	\$29,065
105 BUSINESS CENTER	\$309,367	\$319,975	\$304,300	(\$15,675)
110 GENERAL MANAGERS	\$1,765,825	\$1,532,487	\$1,737,969	\$205,481
115 COMMUNICATIONS	\$289,228	\$308,771	\$314,586	\$5,815
120 BOARD OF DIRECTORS ⁽¹⁾	\$1,531	\$0	\$0	\$0
125 INTERNAL AUDIT	\$288,702	\$320,438	\$280,005	(\$40,433)
130 OPERATION	\$169,082	\$315,045	\$242,572	(\$72,473)
135 STRATEGIC MANAGEMENT	\$325,238	\$226,627	\$272,526	\$45,899
140 SAFETY ⁽²⁾	\$1,484,628	\$1,244,580	\$187,239	(\$1,057,341)
141 SECURITY ⁽³⁾	\$1,015,733	\$1,045,791	\$2,445,640	\$1,399,849
150 LEGAL ⁽¹⁾	\$1,603,086	\$2,084,443	\$2,201,002	\$116,559
220 FINANCE	\$3,470,459	\$3,554,447	\$3,350,533	(\$203,914)
230 INFORMATION TECHNOLOGY	\$3,076,162	\$3,501,527	\$3,505,253	\$3,726
250 PROCUREMENT	\$936,008	\$964,958	\$948,074	(\$16,884)
270 CONTRACTED SERVICES	\$18,877,200	\$20,700,564	\$22,628,699	\$1,928,136
275 RIDESHARE	\$420,389	\$494,959	\$775,557	\$280,597
310 STARTRAN ADMINISTRATION	\$310,545	\$318,948	\$168,646	(\$150,303)
320 PLANNING	\$1,785,765	\$1,812,005	\$1,675,492	(\$136,513)
330 MARKETING	\$1,852,463	\$1,697,944	\$1,557,217	(\$140,727)
331 BUSINESS & COMMUNITY DEVELOPMENT	\$1,148,028	\$1,130,914	\$1,342,475	\$211,561
332 CUSTOMER SERVICE	\$885,042	\$869,889	\$888,219	\$18,330
340 HUMAN RESOURCES	\$1,582,099	\$1,410,550	\$1,528,924	\$118,375
420 RISK MANAGEMENT	\$2,438,347	\$3,116,558	\$3,153,830	\$37,272
430 METROACCESS	\$12,928,228	\$12,899,083	\$12,936,316	\$37,233
440 OPERATIONS TRAINING	\$839,153	\$627,229	\$654,922	\$27,693
441 FIXED ROUTE	\$28,873,408	\$27,628,901	\$27,370,113	(\$258,788)
442 RUNNING REPAIR	\$16,429,366	\$14,638,147	\$15,448,425	\$810,278
443 SERVICE ISLAND	\$12,894,629	\$15,299,059	\$15,207,168	(\$91,891)
451 VEHICLE MAINTENANCE - ADMIN.	\$2,028,639	\$1,933,678	\$1,792,768	(\$140,911)
456 STORES	\$694,054	\$691,700	\$709,889	\$18,188
457 PUBLIC FACILITIES	\$640,962	\$1,426,801	\$1,500,564	\$73,764
458 BUILDING MAINTENANCE	\$4,452,473	\$3,652,047	\$4,028,227	\$376,180
530 ENGINEERING & CONSTRUCTION	\$378,422	\$777,723	\$487,402	(\$290,322)
540 PROPERTY MANAGEMENT	\$737,913	\$1,431,899	\$1,632,626	\$200,728
542 FREIGHT RAIL MANAGEMENT	\$11,842,018	\$11,073,366	\$9,038,619	(\$2,034,747)
544 COMMUTER RAIL	\$7,301,973	\$6,615,939	\$9,529,590	\$2,913,651
560 TRANSIT ORIENTED DEVELOPMENT	\$972,582	\$365,618	\$399,453	\$33,835
561 REAL ESTATE ⁽⁴⁾	\$185,411	\$0	\$0	\$0
562 PROPERTY MANAGEMENT ⁽⁴⁾	\$783,392	\$0	\$0	\$0
TOTAL ALL DEPARTMENTS	\$166,756,571	\$164,703,936	\$168,221,436	\$3,517,500

(1) As of FY 2010 Board of Directors was combined with Legal Department

(2) Prior to FY 2011 the Safety and Security Department were combined

(3) As of FY 2011 the Security Department was combined with Austin Police Department Off Duty Officers Department 141. As of FY 2011 the name has changed to Security

(4) As of FY 2010, the Real Estate Department 561 and Property Management Department 562 were combined with Property Management Department 540



DEPARTMENT=100 (NON-ALLOCATED BENEFITS)

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARY & WAGES				
51 5010999 VOLUNTEER PAY	1,477	0	0	0
SALARIES & WAGES	1,477	0	0	0
BENEFITS				
51 5020101 FICA-ADMIN	(30)	0	0	0
51 5020202 PENSION - BARGAIN	0	8,202	0	(8,202)
51 5020203 PENSION - ADMIN	1,857,160	1,903,771	1,451,950	(451,821)
51 5020204 L/T DISABILITY - ADMIN.	44,947	42,867	32,215	(10,652)
51 5020301 HEALTH PLANS-ADMIN	2,232,538	2,279,796	2,403,360	123,564
51 5020305 HEALTH PLAN - FEES	95,324	162,554	146,957	(15,597)
51 5020311 HEALTH PLAN EMPLOYEE CONTRIBUTION-AD	(315,179)	(367,441)	(370,520)	(3,079)
51 5020401 DENTAL PLANS-ADMIN	91,898	102,994	108,963	5,969
51 5020411 DENTAL PLAN EMPLOYEE CONTRIBUTION-AD	(12,272)	(26,046)	(23,379)	2,667
51 5020501 LIFE INSURANCE-ADMIN	31,200	23,792	22,384	(1,408)
55 5020202 PENSION - BARGAIN	16,264	28,345	28,345	0
55 5020203 PENSION - ADMIN	0	0	593,050	593,050
55 5020204 L/T DISABILITY - ADMIN.	20,805	21,285	14,382	(6,903)
55 5020205 L/T DISABILITY - BARGAINING	207,964	206,712	123,851	(82,861)
55 5020301 HEALTH PLANS-ADMIN	1,169,948	1,040,901	1,215,300	174,399
55 5020302 HEALTH PLANS- BARGAINING	12,054,125	11,804,056	10,756,386	(1,047,670)
55 5020305 HEALTH PLAN - FEES	452,596	566,149	679,100	112,952
55 5020311 HEALTH PLAN EMPLOYEE CONTRIBUTION-ADMINISTRATION	(193,055)	(166,538)	(195,195)	(28,658)
55 5020312 HEALTH PLAN EMPLOYEE CONTRIBUTION-BARGAINING	(655,312)	(631,665)	(636,689)	(5,024)
55 5020401 DENTAL PLANS-ADMIN	67,108	46,926	55,094	8,167
55 5020402 DENTAL PLANS-BARGAINING	382,845	513,536	490,332	(23,204)
55 5020411 DENTAL PLAN EMPLOYEE CONTRIBUTION-AD	(8,030)	(8,000)	(11,821)	(3,821)
55 5020412 DENTAL PLAN EMPLOYEE CONTRIBUTION-BA	(26,405)	(32,364)	(46,258)	(13,894)
55 5020501 LIFE INSURANCE-ADMIN	12,985	12,079	9,985	(2,094)
55 5020502 LIFE INSURANCE-BARGAINING	117,675	110,679	111,020	341
51 5021422 R2 AWARDS	100	0	0	0
51 5021441 EARLY RETIREMENT SEPARATION PAYMENTS	533,437	0	0	0
51 5021442 EARLY RETIREMENT HEALTH CARE ALLOWANCE	61,157	0	0	0
51 5021443 RETIREMENT MEDICARE SUPPLEMENT PAYMENT	259,723	5,800	5,800	0
55 5021422 R2 AWARDS	200	0	0	0
55 5021441 EARLY RETIREMENT SEPARATION PAYMENTS	843,536	0	0	0
55 5021442 EARLY RETIREMENT HEALTH CARE ALLOWANCE	304,278	0	0	0
55 5021443 RETIREMENT MEDICARE SUPPLEMENT PAYMENT	165,277	23,200	19,900	(3,300)
BENEFITS	19,812,806	17,671,592	16,984,513	(687,079)
TOTAL EXPENSES	19,814,282	17,671,592	16,984,513	(687,079)



DEPARTMENT-102 (WELLNESS CENTER)

	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>Variance FY2011</i>
	<i>Actual</i>	<i>Budget</i>	<i>Budget</i>	<i>VS FY2010</i>
BENEFITS				
51 5020421 WELLNESS CENTER EXP	23,798	13,212	45,500	32,288
BENEFITS	<u>23,798</u>	<u>13,212</u>	<u>45,500</u>	<u>32,288</u>
OTHER EXPENSES				
51 5030309 OTHER PROFESSIONAL FEES	266,526	279,764	279,760	(4)
51 5030401 TEMPORARY HELP	14,538	0	0	0
51 5039909 OTHER SERVICES	1,328	4,000	4,000	0
51 5049901 OFFICE SUPPLIES	2,250	3,000	2,004	(996)
51 5049909 OTHER SUPPLIES	1,265	3,000	3,000	0
51 5090101 DUES AND SUBSCRIPTIONS	0	150	150	0
51 5090201 AIRFARE - TRANSPORTATION	76	0	0	0
51 5099909 OTHER MISCELLANEOUS EXPENSES	375	60,000	0	(60,000)
51 5099992 RECOGNITION PROGRAM	22,072	35,000	27,000	(8,000)
TOTAL OTHER EXPENSES	<u>308,430</u>	<u>384,914</u>	<u>315,914</u>	<u>(69,000)</u>
TOTAL EXPENSES	<u>332,228</u>	<u>398,126</u>	<u>361,414</u>	<u>(36,712)</u>



DEPARTMENT=103 (CHILD CARE CENTER)

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
OTHER EXPENSES				
51 5030309 OTHER PROFESSIONAL FEES	585,181	601,608	630,673	29,065
51 5049915 NON CAPITAL EQUIPMENT	7,182	0	0	0
51 5090804 ADVERTISING/PROMOTION MEDIA	150	0	0	0
TOTAL OTHER EXPENSES	<u>592,514</u>	<u>601,608</u>	<u>630,673</u>	<u>29,065</u>
TOTAL EXPENSES	<u>592,514</u>	<u>601,608</u>	<u>630,673</u>	<u>29,065</u>



DEPARTMENT-105 (BUSINESS CENTER)

	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>Variance FY2011</i>
	<i>Actual</i>	<i>Budget</i>	<i>Budget</i>	<i>VS FY2010</i>
OTHER EXPENSES				
51 5039901 COURIER AND DELIVERY SERVICES	9,161	21,600	10,000	(11,600)
51 5039909 OTHER SERVICES	246,725	279,600	288,000	8,400
51 5049901 OFFICE SUPPLIES	3,014	3,300	3,300	0
51 5099901 POSTAGE	106	0	0	0
51 5121202 OFFICE EQUIPMENT	50,360	15,475	3,000	(12,475)
TOTAL OTHER EXPENSES	<u>309,366</u>	<u>319,975</u>	<u>304,300</u>	<u>(15,675)</u>
TOTAL EXPENSES	<u>309,366</u>	<u>319,975</u>	<u>304,300</u>	<u>(15,675)</u>



DEPARTMENT=110 (GENERAL MANAGERS)

	<i>FY2009</i> <i>Actual</i>	<i>FY2010</i> <i>Budget</i>	<i>FY2011</i> <i>Budget</i>	<i>Variance FY2011</i> <i>VS FY2010</i>
SALARY & WAGES				
51 5010201 SALARIES & WAGES - ADMIN.	626,703	566,252	684,708	118,456
51 5010207 EXECUTIVE COMPENSATION	51,364	52,486	28,500	(23,986)
51 5020901 SICK LEAVE-ADMIN	35,192	34,993	42,313	7,320
51 5021001 HOLIDAY LEAVE-ADMIN	32,128	28,473	34,545	6,072
51 5021101 VACATION LEAVE-ADMIN	59,698	48,067	62,583	14,516
51 5021201 OTHER PAID LEAVE-ADMIN	3,504	3,181	3,847	665
SALARIES & WAGES	808,588	733,452	856,496	123,045
BENEFITS				
51 5020101 FICA-ADMIN	46,253	38,055	46,993	8,939
51 5020201 401K	52,299	91,990	45,000	(46,990)
51 5020204 L/T DISABILITY - ADMIN.	6,100	0	0	0
51 5020701 STATE UNEMPLOYMENT-ADMIN	495	225	1,134	909
51 5021403 AUTOMOBILE	3,180	21,000	7,200	(13,800)
BENEFITS	108,326	151,270	100,327	(50,942)
OTHER EXPENSES				
51 5030303 CONSULTATION FEES	2,900	0	0	0
51 5030309 OTHER PROFESSIONAL FEES	406,114	360,996	453,000	92,004
51 5049901 OFFICE SUPPLIES	1,294	2,580	2,760	180
51 5049909 OTHER SUPPLIES	117	0	0	0
51 5050204 TELEPHONE-LOCAL	913	2,400	2,340	(60)
51 5090101 DUES AND SUBSCRIPTIONS	371,099	239,974	265,773	25,799
51 5090201 AIRFARE - TRANSPORTATION	10,990	10,274	16,465	6,190
51 5090205 TRAVEL - PER DIEM - MEALS	12,468	8,775	9,248	473
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	17,011	7,755	8,415	660
51 5090211 LODGING	22,316	14,354	22,653	8,298
51 5090215 TRAVEL - OTHER	2,872	441	433	(9)
51 5099901 POSTAGE	82	216	60	(156)
51 5099909 OTHER MISCELLANEOUS EXPENSES	732	0	0	0
TOTAL OTHER EXPENSES	848,910	647,766	781,145	133,379
TOTAL EXPENSES	1,765,824	1,532,487	1,737,969	205,481



DEPARTMENT=115 (COMMUNICATIONS)

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARY & WAGES				
51 5010201 SALARIES & WAGES - ADMIN.	157,566	157,729	158,103	374
51 5020901 SICK LEAVE-ADMIN	5,691	9,747	18,394	8,647
51 5021001 HOLIDAY LEAVE-ADMIN	8,150	8,023	7,919	(104)
51 5021101 VACATION LEAVE-ADMIN	8,477	12,406	12,435	29
51 5021201 OTHER PAID LEAVE-ADMIN	0	886	888	2
SALARIES & WAGES	179,885	188,791	197,739	8,948
BENEFITS				
51 5020101 FICA-ADMIN	12,706	14,171	14,195	24
51 5020701 STATE UNEMPLOYMENT-ADMIN	297	135	1,239	1,104
BENEFITS	13,003	14,306	15,435	1,129
OTHER EXPENSES				
51 5030303 CONSULTATION FEES	89,400	92,400	92,400	0
51 5039909 OTHER SERVICES	0	5,988	2,700	(3,288)
51 5049901 OFFICE SUPPLIES	675	600	240	(360)
51 5050204 TELEPHONE-LOCAL	1,993	2,006	2,772	766
51 5090101 DUES AND SUBSCRIPTIONS	4,091	3,480	2,700	(780)
51 5090201 AIRFARE - TRANSPORTATION	98	1,200	600	(600)
51 5090804 ADVERTISING/PROMOTION MEDIA	54	0	0	0
51 5099901 POSTAGE	28	0	0	0
TOTAL OTHER EXPENSES	96,339	105,674	101,412	(4,262)
TOTAL EXPENSES	289,227	308,771	314,586	5,815



DEPARTMENT-125 (INTERNAL AUDIT)

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARY & WAGES				
51 5010201 SALARIES & WAGES - ADMIN.	190,952	218,540	209,410	(9,130)
51 5020901 SICK LEAVE-ADMIN	14,242	13,505	15,231	1,726
51 5021001 HOLIDAY LEAVE-ADMIN	8,845	11,116	10,488	(628)
51 5021101 VACATION LEAVE-ADMIN	15,076	17,996	17,293	(702)
51 5021201 OTHER PAID LEAVE-ADMIN	464	1,228	1,176	(51)
SALARIES & WAGES	229,578	262,384	253,599	(8,785)
BENEFITS				
51 5020101 FICA-ADMIN	14,416	18,783	17,809	(974)
51 5020701 STATE UNEMPLOYMENT-ADMIN	300	135	557	422
BENEFITS	14,716	18,918	18,366	(552)
OTHER EXPENSES				
51 5030301 AUDIT FEES	40,000	30,000	0	(30,000)
51 5049901 OFFICE SUPPLIES	690	1,250	1,400	150
51 5090101 DUES AND SUBSCRIPTIONS	1,512	1,690	1,450	(240)
51 5090201 AIRFARE - TRANSPORTATION	185	350	100	(250)
51 5090205 TRAVEL - PER DIEM - MEALS	246	260	0	(260)
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	850	4,400	5,040	640
51 5090211 LODGING	620	1,035	0	(1,035)
51 5090215 TRAVEL - OTHER	49	50	0	(50)
51 5099901 POSTAGE	127	100	50	(50)
51 5099909 OTHER MISCELLANEOUS EXPENSES	128	0	0	0
TOTAL OTHER EXPENSES	44,406	39,135	8,040	(31,095)
TOTAL EXPENSES	288,701	320,438	280,005	(40,433)



DEPARTMENT=130 (OPERATIONS)

	<i>FY2009</i> <i>Actual</i>	<i>FY2010</i> <i>Budget</i>	<i>FY2011</i> <i>Budget</i>	<i>Variance FY2011</i> <i>VS FY2010</i>
SALARY & WAGES				
51 5010201 SALARIES & WAGES - ADMIN.	121,642	233,110	175,913	(57,197)
51 5020901 SICK LEAVE-ADMIN	6,876	14,406	10,871	(3,535)
51 5021001 HOLIDAY LEAVE-ADMIN	6,605	11,857	8,046	(3,811)
51 5021101 VACATION LEAVE-ADMIN	8,257	22,392	16,881	(5,511)
51 5021201 OTHER PAID LEAVE-ADMIN	675	1,310	988	(321)
SALARIES & WAGES	144,055	283,074	212,699	(70,374)
BENEFITS				
51 5020101 FICA-ADMIN	9,528	19,086	14,820	(4,266)
51 5020201 401K	0	11,846	11,846	0
51 5020701 STATE UNEMPLOYMENT-ADMIN	198	135	248	112
BENEFITS	9,726	31,067	26,913	(4,154)
OTHER EXPENSES				
51 5030303 CONSULTATION FEES	12,800	0	0	0
51 5049901 OFFICE SUPPLIES	182	180	168	(12)
51 5050204 TELEPHONE-LOCAL	907	600	720	120
51 5090101 DUES AND SUBSCRIPTIONS	0	100	80	(20)
51 5090201 AIRFARE - TRANSPORTATION	0	0	90	90
51 5090205 TRAVEL - PER DIEM - MEALS	0	0	264	264
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	0	0	625	625
51 5090211 LODGING	0	0	1,000	1,000
51 5099901 POSTAGE	23	24	12	(12)
51 5099909 OTHER MISCELLANEOUS EXPENSES	1,389	0	0	0
TOTAL OTHER EXPENSES	15,301	904	2,959	2,055
TOTAL EXPENSES	169,081	315,045	242,572	(72,473)



DEPARTMENT=135 (STRATEGIC MANAGEMENT)

	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>Variance FY2011</i>
	<i>Actual</i>	<i>Budget</i>	<i>Budget</i>	<i>VS FY2010</i>
SALARY & WAGES				
51 5010201 SALARIES & WAGES - ADMIN.	196,733	112,855	163,439	50,584
51 5010207 EXECUTIVE COMPENSATION	900	0	0	0
51 5020901 SICK LEAVE-ADMIN	6,351	16,695	10,100	(6,594)
51 5021001 HOLIDAY LEAVE-ADMIN	11,121	5,742	8,186	2,444
51 5021101 VACATION LEAVE-ADMIN	17,366	9,472	12,855	3,383
51 5021201 OTHER PAID LEAVE-ADMIN	992	634	918	284
SALARIES & WAGES	233,463	145,398	195,498	50,100
BENEFITS				
51 5020101 FICA-ADMIN	13,817	10,143	14,622	4,478
51 5020201 401K	8,289	0	0	0
51 5020701 STATE UNEMPLOYMENT-ADMIN	237	88	567	479
BENEFITS	22,344	10,232	15,189	4,957
OTHER EXPENSES				
51 5030303 CONSULTATION FEES	10,447	0	50,000	50,000
51 5030309 OTHER PROFESSIONAL FEES	1,837	14,337	11,340	(2,997)
51 5030401 TEMPORARY HELP	52,154	56,160	0	(56,160)
51 5049901 OFFICE SUPPLIES	1,464	500	0	(500)
51 5049907 EXPENDABLE TOOLS & EQUIPMENT	237	0	0	0
51 5050204 TELEPHONE-LOCAL	505	0	0	0
51 5090101 DUES AND SUBSCRIPTIONS	0	0	500	500
51 5090201 AIRFARE - TRANSPORTATION	226	0	0	0
51 5090205 TRAVEL - PER DIEM - MEALS	664	0	0	0
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	486	0	0	0
51 5090211 LODGING	1,337	0	0	0
51 5090215 TRAVEL - OTHER	59	0	0	0
51 5099901 POSTAGE	7	0	0	0
51 5099909 OTHER MISCELLANEOUS EXPENSES	7	0	0	0
TOTAL OTHER EXPENSES	69,431	70,997	61,840	(9,157)
TOTAL EXPENSES	325,237	226,627	272,526	45,899



DEPARTMENT=140 (SAFETY SECURITY) ⁽²⁾

	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>Variance FY2011</i>
	<i>Actual</i>	<i>Budget</i>	<i>Budget</i>	<i>VS FY2010</i>
SALARY & WAGES				
51 5010201 SALARIES & WAGES - ADMIN.	356,671	330,932	120,963	(209,969)
51 5010203 OVERTIME - ADMINISTRATIVE	776	0	0	0
51 5020901 SICK LEAVE-ADMIN	12,769	20,451	9,106	(11,345)
51 5021001 HOLIDAY LEAVE-ADMIN	16,324	16,832	6,058	(10,774)
51 5021101 VACATION LEAVE-ADMIN	24,058	28,743	11,802	(16,941)
51 5021201 OTHER PAID LEAVE-ADMIN	0	1,859	680	(1,180)
SALARIES & WAGES	410,598	398,817	148,609	(250,208)
BENEFITS				
51 5020101 FICA-ADMIN	28,852	29,733	10,861	(18,872)
51 5020701 STATE UNEMPLOYMENT-ADMIN	594	273	378	105
51 5021421 SAFETY AWARDS	54,332	0	0	0
BENEFITS	83,777	30,006	11,239	(18,767)
OTHER EXPENSES				
51 5030309 OTHER PROFESSIONAL FEES	13,675	0	0	0
51 5030311 PERMITS AND FEES	75	0	0	0
51 5030401 TEMPORARY HELP	19,023	0	0	0
51 5030509 REPAIR & MAINTENANCE-OTHER	9,595	15,000	2,000	(13,000)
51 5030511 HARDWARE MAINTENANCE CONTRACTS	4,995	0	0	0
51 5030701 SECURITY SERVICES	875,559	741,276	0	(741,276)
51 5039909 OTHER SERVICES	13,471	0	1,400	1,400
51 5049901 OFFICE SUPPLIES	1,229	2,880	836	(2,044)
51 5049904 TRAINING MATERIALS	0	1,300	0	(1,300)
51 5049909 OTHER SUPPLIES	23,536	27,500	18,875	(8,625)
51 5049915 NON CAPITAL EQUIPMENT	22,058	24,228	1,800	(22,428)
51 5050204 TELEPHONE-LOCAL	2,105	1,863	1,080	(783)
51 5090101 DUES AND SUBSCRIPTIONS	2,651	1,400	1,400	0
51 5090201 AIRFARE - TRANSPORTATION	64	10	0	(10)
51 5090205 TRAVEL - PER DIEM - MEALS	438	180	0	(180)
51 5090206 TOLL ROAD CHARGES	1	0	0	0
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	585	0	0	0
51 5090211 LODGING	986	0	0	0
51 5090215 TRAVEL - OTHER	61	0	0	0
51 5099901 POSTAGE	145	120	0	(120)
TOTAL OTHER EXPENSES	990,251	815,757	27,391	(788,366)
TOTAL EXPENSES	1,484,627	1,244,580	187,239	(1,057,341)

(2) Prior to FY 2011 the Safety and Security Department were combined



DEPARTMENT=141 (APD OFFICERS) ⁽³⁾

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARY & WAGES				
51 5010201 SALARIES & WAGES - ADMIN.	0	0	157,019	157,019
51 5010206 SALARIES & WAGES - APD OFFICERS	937,166	969,240	1,147,310	178,070
51 5020901 SICK LEAVE-ADMIN	0	0	21,032	21,032
51 5021001 HOLIDAY LEAVE-ADMIN	0	0	8,987	8,987
51 5021101 VACATION LEAVE-ADMIN	0	0	15,918	15,918
51 5021201 OTHER PAID LEAVE-ADMIN	0	0	1,308	1,308
SALARIES & WAGES	937,166	969,240	1,351,574	382,334
BENEFITS				
51 5020101 FICA-ADMIN	71,693	74,147	99,781	25,634
51 5020701 STATE UNEMPLOYMENT-ADMIN	6,874	2,404	12,096	9,692
BENEFITS	78,566	76,551	111,877	35,326
OTHER EXPENSES				
51 5030509 REPAIR & MAINTENANCE-OTHER	0	0	75,000	75,000
51 5030701 SECURITY SERVICES	0	0	868,435	868,435
51 5039909 OTHER SERVICES	0	0	3,500	3,500
51 5049901 OFFICE SUPPLIES	0	0	8,724	8,724
51 5049909 OTHER SUPPLIES	0	0	3,500	3,500
51 5049915 NON CAPITAL EQUIPMENT	0	0	19,150	19,150
51 5050204 TELEPHONE-LOCAL	0	0	1,380	1,380
51 5090211 LODGING	0	0	2,500	2,500
TOTAL OTHER EXPENSES	0	0	982,188	982,188
TOTAL EXPENSES	1,015,733	1,045,791	2,445,640	1,399,849

(3) As of FY 2011 the Security Department was combined with Austin Police Department Off Duty Officers Department 141. As of FY 2011 the name has changed to Security



DEPARTMENT=150 (LEGAL) ⁽¹⁾

	<i>FY2009</i> <i>Actual</i>	<i>FY2010</i> <i>Budget</i>	<i>FY2011</i> <i>Budget</i>	<i>Variance FY2011</i> <i>VS FY2010</i>
SALARY & WAGES				
51 5010201 SALARIES & WAGES - ADMIN.	396,451	335,915	398,503	62,588
51 5010203 OVERTIME - ADMINISTRATIVE	42	1,488	0	(1,488)
51 5020901 SICK LEAVE-ADMIN	16,838	20,759	24,627	3,868
51 5021001 HOLIDAY LEAVE-ADMIN	20,347	17,086	20,021	2,935
51 5021101 VACATION LEAVE-ADMIN	24,206	27,987	32,941	4,953
51 5021201 OTHER PAID LEAVE-ADMIN	1,581	1,887	2,239	352
SALARIES & WAGES	<u>459,465</u>	<u>405,122</u>	<u>478,330</u>	<u>73,208</u>
BENEFITS				
51 5020101 FICA-ADMIN	35,706	30,181	35,785	5,604
51 5020701 STATE UNEMPLOYMENT-ADMIN	693	270	1,323	1,053
BENEFITS	<u>36,399</u>	<u>30,451</u>	<u>37,108</u>	<u>6,657</u>
OTHER EXPENSES				
51 5030302 GENERAL LEGAL SERVICES	929,023	1,538,006	1,559,669	21,663
51 5030312 GENERAL LEGAL SERVICES-RAILROAD	43,475	0	0	0
51 5030401 TEMPORARY HELP	38,082	0	0	0
51 5039901 COURIER AND DELIVERY SERVICES	1,206	2,840	2,000	(840)
51 5039909 OTHER SERVICES	25,462	30,180	55,526	25,346
51 5049901 OFFICE SUPPLIES	3,530	2,350	2,600	250
51 5049908 SUPPLIES-BOARD OF DIRECTORS	417	1,500	1,500	0
51 5049909 OTHER SUPPLIES	9,746	10,440	11,000	560
51 5050204 TELEPHONE-LOCAL	212	320	324	4
51 5090101 DUES AND SUBSCRIPTIONS	755	1,095	1,645	550
51 5090201 AIRFARE - TRANSPORTATION	5,776	10,800	13,092	2,292
51 5090205 TRAVEL - PER DIEM - MEALS	19,581	22,680	9,832	(12,848)
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	11,424	8,200	8,400	200
51 5090211 LODGING	18,199	19,500	19,196	(304)
51 5090215 TRAVEL - OTHER	804	0	0	0
51 5099901 POSTAGE	644	960	780	(180)
51 5099909 OTHER MISCELLANEOUS EXPENSES	417	0	0	0
TOTAL OTHER EXPENSES	<u>1,108,752</u>	<u>1,648,871</u>	<u>1,685,564</u>	<u>36,694</u>
TOTAL EXPENSES	<u>1,604,616</u>	<u>2,084,443</u>	<u>2,201,002</u>	<u>116,559</u>

(1) As of FY 2010 Board of Directors was combined with Legal Department



DEPARTMENT=220 (FINANCE)

	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>Variance FY2011</i>
	<i>Actual</i>	<i>Budget</i>	<i>Budget</i>	<i>VS FY2010</i>
SALARY & WAGES				
51 5010201 SALARIES & WAGES - ADMIN.	1,012,248	1,129,562	1,124,860	(4,702)
51 5010203 OVERTIME - ADMINISTRATIVE	4,802	5,411	0	(5,411)
51 5020901 SICK LEAVE-ADMIN	91,003	112,300	78,167	(34,133)
51 5021001 HOLIDAY LEAVE-ADMIN	54,047	52,998	55,748	2,750
51 5021101 VACATION LEAVE-ADMIN	70,477	83,834	91,071	7,236
51 5021201 OTHER PAID LEAVE-ADMIN	1,151	5,854	6,183	329
SALARIES & WAGES	1,233,728	1,389,960	1,356,028	(33,932)
BENEFITS				
51 5020101 FICA-ADMIN	85,980	97,448	97,226	(222)
51 5020201 401K	22,900	33,100	33,100	0
51 5020701 STATE UNEMPLOYMENT-ADMIN	1,980	926	3,907	2,981
BENEFITS	110,860	131,474	134,233	2,759
OTHER EXPENSES				
51 5030301 AUDIT FEES	232,588	245,000	209,090	(35,910)
51 5030309 OTHER PROFESSIONAL FEES	231,272	208,000	258,000	50,000
51 5030311 PERMITS AND FEES	745	500	600	100
51 5030401 TEMPORARY HELP	3,306	0	0	0
51 5030501 MAINTENANCE-OFFICE EQUIPMENT	0	4,205	5,846	1,641
51 5039901 COURIER AND DELIVERY SERVICES	9,499	14,000	31,600	17,600
51 5039909 OTHER SERVICES	(35)	0	0	0
51 5049901 OFFICE SUPPLIES	10,565	12,000	10,000	(2,000)
51 5049902 PASSES AND TICKETS	210,929	185,000	245,000	60,000
51 5049909 OTHER SUPPLIES	6,550	4,883	14,585	9,702
51 5049915 NON CAPITAL EQUIPMENT	0	4,800	0	(4,800)
51 5050204 TELEPHONE-LOCAL	664	720	0	(720)
51 5090101 DUES AND SUBSCRIPTIONS	2,716	12,405	4,530	(7,875)
51 5090201 AIRFARE - TRANSPORTATION	1,483	780	1,250	470
51 5090205 TRAVEL - PER DIEM - MEALS	2,947	435	450	15
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	1,870	1,175	2,290	1,115
51 5090211 LODGING	1,993	1,150	1,300	150
51 5090215 TRAVEL - OTHER	13	150	0	(150)
51 5090701 BAD DEBT EXPENSE	8,174	12,000	12,000	0
51 5090804 ADVERTISING/PROMOTION MEDIA	450	0	0	0
51 5099901 POSTAGE	6,109	6,530	7,050	520
51 5099902 BANK CHARGES	50,130	64,000	72,000	8,000
51 5099909 OTHER MISCELLANEOUS EXPENSES	125,251	0	0	0
51 5100300 CAPITALIZATION OF SALARY AND WAGES	0	0	(22,061)	(22,061)
51 5110201 INTEREST EXPENSE - RAIL	1,218,652	1,255,280	1,006,742	(248,538)
TOTAL OTHER EXPENSES	2,125,871	2,033,013	1,860,272	(172,741)
TOTAL EXPENSES	3,470,459	3,554,447	3,350,533	(203,914)



DEPARTMENT=230 (INFORMATION TECHNOLOGY)

	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>Variance FY2011</i>
	<i>Actual</i>	<i>Budget</i>	<i>Budget</i>	<i>VS FY2010</i>
SALARY & WAGES				
51 5010201 SALARIES & WAGES - ADMIN.	1,454,770	1,422,840	1,282,896	(139,944)
51 5010203 OVERTIME - ADMINISTRATIVE	3,399	1,880	0	(1,880)
51 5010301 SALARY & WAGES - TEMP	95,131	0	0	0
51 5010304 INTERN PAY	7,902	0	0	0
51 5020901 SICK LEAVE-ADMIN	66,826	114,192	86,397	(27,795)
51 5021001 HOLIDAY LEAVE-ADMIN	69,143	69,444	64,253	(5,191)
51 5021101 VACATION LEAVE-ADMIN	90,097	107,386	100,902	(6,484)
51 5021201 OTHER PAID LEAVE-ADMIN	1,745	7,670	7,207	(463)
SALARIES & WAGES	1,789,013	1,723,413	1,541,655	(181,757)
BENEFITS				
51 5020101 FICA-ADMIN	128,954	125,546	113,260	(12,286)
51 5020205 L/T DISABILITY - BARGAINING	(70)	0	0	0
51 5020701 STATE UNEMPLOYMENT-ADMIN	2,451	945	3,591	2,646
BENEFITS	131,335	126,491	116,851	(9,640)
OTHER EXPENSES				
51 5030309 OTHER PROFESSIONAL FEES	0	8,000	84,000	76,000
51 5030401 TEMPORARY HELP	42,891	0	0	0
51 5030506 PHONE SYSTEM MAINTENANCE	301,167	133,200	153,200	20,000
51 5030511 HARDWARE MAINTENANCE CONTRACTS	184,345	311,156	277,415	(33,741)
51 5030512 SOFTWARE MAINTENANCE CONTRACTS	602,828	738,430	921,435	183,005
51 5039909 OTHER SERVICES	16,749	10,720	17,340	6,620
51 5040121 GASOLINE	20	0	0	0
51 5049901 OFFICE SUPPLIES	4,120	8,085	6,085	(2,000)
51 5049920 MAINTENANCE MATERIALS	2,113	0	0	0
51 5050201 ELECTRIC	11,767	0	0	0
51 5050204 TELEPHONE-LOCAL	315,461	407,999	420,188	12,189
51 5050205 TELEPHONE-LONG DISTANCE	30,859	8,004	8,004	0
51 5090101 DUES AND SUBSCRIPTIONS	949	1,760	880	(880)
51 5090201 AIRFARE - TRANSPORTATION	396	0	6,200	6,200
51 5090205 TRAVEL - PER DIEM - MEALS	1,014	0	2,150	2,150
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	3,890	1,250	4,000	2,750
51 5090211 LODGING	2,092	0	4,250	4,250
51 5090215 TRAVEL - OTHER	179	0	0	0
51 5099901 POSTAGE	7	320	0	(320)
51 5099905 COMPUTER SOFTWARE	1,743	5,000	6,500	1,500
51 5099908 COMPUTER HARDWARE	32,013	17,700	35,100	17,400
51 5099909 OTHER MISCELLANEOUS EXPENSES	9,922	0	0	0
51 5100300 CAPITALIZATION OF SALARY AND WAGES	(408,710)	0	(100,000)	(100,000)
TOTAL OTHER EXPENSES	1,155,815	1,651,624	1,846,747	195,123
TOTAL EXPENSES	3,076,162	3,501,527	3,505,253	3,726



DEPARTMENT=250 (PROCUREMENT)

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARY & WAGES				
51 5010201 SALARIES & WAGES - ADMIN.	710,167	727,333	710,730	(16,603)
51 5010203 OVERTIME - ADMINISTRATIVE	1,604	5,001	5,530	529
51 5020901 SICK LEAVE-ADMIN	32,863	44,948	45,485	537
51 5021001 HOLIDAY LEAVE-ADMIN	36,303	36,994	35,597	(1,397)
51 5021101 VACATION LEAVE-ADMIN	50,083	60,655	55,900	(4,755)
51 5021201 OTHER PAID LEAVE-ADMIN	2,194	4,086	3,993	(93)
SALARIES & WAGES	833,214	879,016	857,234	(21,782)
BENEFITS				
51 5020101 FICA-ADMIN	63,293	65,348	63,814	(1,534)
51 5020701 STATE UNEMPLOYMENT-ADMIN	1,437	630	2,457	1,827
BENEFITS	64,730	65,978	66,271	293
OTHER EXPENSES				
51 5030309 OTHER PROFESSIONAL FEES	(405)	0	0	0
51 5030401 TEMPORARY HELP	22,013	0	0	0
51 5030509 REPAIR & MAINTENANCE-OTHER	102	0	0	0
51 5039901 COURIER AND DELIVERY SERVICES	37	0	0	0
51 5049901 OFFICE SUPPLIES	3,944	6,495	4,706	(1,789)
51 5049909 OTHER SUPPLIES	307	0	619	619
51 5090101 DUES AND SUBSCRIPTIONS	1,370	2,610	3,090	480
51 5090201 AIRFARE - TRANSPORTATION	2,323	0	578	578
51 5090205 TRAVEL - PER DIEM - MEALS	416	0	1,259	1,259
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	0	2,925	6,595	3,670
51 5090211 LODGING	1,319	0	1,178	1,178
51 5090215 TRAVEL - OTHER	7	0	140	140
51 5090801 NEWSPAPER MEDIA	5,415	6,204	5,290	(914)
51 5099901 POSTAGE	1,213	1,730	1,113	(617)
51 5099909 OTHER MISCELLANEOUS EXPENSES	2	0	0	0
TOTAL OTHER EXPENSES	38,064	19,964	24,569	4,605
TOTAL EXPENSES	936,008	964,958	948,074	(16,884)



DEPARTMENT=270 (CONTRACTED SERVICES)

	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>Variance FY2011</i>
	<i>Actual</i>	<i>Budget</i>	<i>Budget</i>	<i>VS FY2010</i>
SALARY & WAGES				
51 5010201 SALARIES & WAGES - ADMIN.	57,415	51,660	52,670	1,011
51 5020901 SICK LEAVE-ADMIN	3,305	3,192	3,255	62
51 5021001 HOLIDAY LEAVE-ADMIN	3,016	2,628	2,638	10
51 5021101 VACATION LEAVE-ADMIN	4,439	4,063	4,143	79
51 5021201 OTHER PAID LEAVE-ADMIN	0	290	296	6
SALARIES & WAGES	68,175	61,833	63,002	1,169
BENEFITS				
51 5020101 FICA-ADMIN	4,594	4,641	4,729	88
51 5020701 STATE UNEMPLOYMENT-ADMIN	99	45	189	144
BENEFITS	4,693	4,686	4,918	232
OTHER EXPENSES				
51 5030309 OTHER PROFESSIONAL FEES	144,398	0	0	0
51 5039909 OTHER SERVICES	30,810	0	0	0
51 5049901 OFFICE SUPPLIES	2	0	0	0
51 5050204 TELEPHONE-LOCAL	714	780	780	0
51 5080102 FIXED ROUTE-LOCAL SERVICE	9,411,803	10,509,917	10,900,153	390,236
51 5080103 FIXED ROUTE-UNIVERSITY. OF TEXAS	6,990,568	6,761,268	7,078,252	316,985
51 5080104 RURAL SERVICE-FIXED ROUTE	460,362	471,799	970,658	498,859
51 5080105 RURAL SERVICE-DEMAND RESPONSE	48,031	65,756	20,222	(45,534)
51 5080108 SPECIAL SERVICE	113,071	127,633	93,590	(34,043)
51 5080109 FIXED ROUTE - FLYER	794,236	2,446,274	3,214,049	767,775
51 5080110 FIXED ROUTE-AISD SERVICE	573,322	0	0	0
51 5080114 FIXED ROUTE - PICKLE RESEARCH CENTER	219,292	214,924	239,540	24,615
51 5080117 UT - ON-TIME PERFORMANCE INCENTIVE	17,720	21,444	31,536	10,092
51 5080118 LOCAL SERVICES - ON-TIME PERFORMANCE	0	12,000	12,000	0
51 5090201 AIRFARE - TRANSPORTATION	0	700	0	(700)
51 5090205 TRAVEL - PER DIEM - MEALS	0	350	0	(350)
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	0	400	0	(400)
51 5090211 LODGING	0	800	0	(800)
51 5099909 OTHER MISCELLANEOUS EXPENSES	2	0	0	0
TOTAL OTHER EXPENSES	18,804,332	20,634,044	22,560,780	1,926,735
TOTAL EXPENSES	18,877,200	20,700,564	22,628,699	1,928,136



DEPARTMENT=275 (RIDESHARE)

	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>Variance FY2011</i>
	<i>Actual</i>	<i>Budget</i>	<i>Budget</i>	<i>VS FY2010</i>
SALARY & WAGES				
51 5010201 SALARIES & WAGES - ADMIN.	115,040	114,962	162,720	47,758
51 5010203 OVERTIME - ADMINISTRATIVE	106	0	0	0
51 5020901 SICK LEAVE-ADMIN	6,825	7,104	10,056	2,951
51 5021001 HOLIDAY LEAVE-ADMIN	6,023	5,847	8,150	2,303
51 5021101 VACATION LEAVE-ADMIN	14,336	9,931	14,796	4,865
51 5021201 OTHER PAID LEAVE-ADMIN	0	646	914	268
SALARIES & WAGES	<u>142,330</u>	<u>138,490</u>	<u>196,635</u>	<u>58,145</u>
BENEFITS				
51 5020101 FICA-ADMIN	16,002	10,329	14,610	4,281
51 5020701 STATE UNEMPLOYMENT-ADMIN	297	135	756	621
BENEFITS	<u>16,299</u>	<u>10,464</u>	<u>15,366</u>	<u>4,902</u>
OTHER EXPENSES				
51 5030309 OTHER PROFESSIONAL FEES	17,500	17,500	9,000	(8,500)
51 5030311 PERMITS AND FEES	16	0	0	0
51 5030401 TEMPORARY HELP	26,939	0	0	0
51 5039909 OTHER SERVICES	0	0	177,828	177,828
51 5040125 GASOLINE - VANS	215,066	325,580	357,382	31,801
51 5049901 OFFICE SUPPLIES	599	1,054	600	(454)
51 5070403 INSPECTION CERTIFICATES-VANS	0	0	5,003	5,003
51 5080111 GUARANTEE RIDE HOME REIMBURSEMENT	569	576	576	0
51 5090101 DUES AND SUBSCRIPTIONS	575	575	575	0
51 5099901 POSTAGE	508	720	720	0
51 5099909 OTHER MISCELLANEOUS EXPENSES	(12)	0	0	0
51 5099925 OTHER MISC. EXPENSE-VANS	0	0	11,871	11,871
TOTAL OTHER EXPENSES	<u>261,760</u>	<u>346,005</u>	<u>563,555</u>	<u>217,550</u>
TOTAL EXPENSES	<u>420,389</u>	<u>494,959</u>	<u>775,557</u>	<u>280,597</u>



DEPARTMENT=310 (STARTRAN ADMINISTRATION)

	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>Variance FY2011</i>
	<i>Actual</i>	<i>Budget</i>	<i>Budget</i>	<i>VS FY2010</i>
SALARY & WAGES				
55 5010201 SALARIES & WAGES - ADMIN.	172,994	213,985	103,242	(110,743)
55 5010207 EXECUTIVE COMPENSATION	4,829	4,800	4,800	0
55 5020901 SICK LEAVE-ADMIN	3,479	13,224	6,380	(6,844)
55 5021001 HOLIDAY LEAVE-ADMIN	9,052	10,884	5,171	(5,713)
55 5021101 VACATION LEAVE-ADMIN	15,109	18,030	8,200	(9,830)
55 5021201 OTHER PAID LEAVE-ADMIN	537	1,202	580	(622)
SALARIES & WAGES	205,998	262,124	128,372	(133,752)
BENEFITS				
55 5020101 FICA-ADMIN	12,875	17,194	9,270	(7,924)
55 5020102 FICA-BARGAINING	24	0	0	0
55 5020701 STATE UNEMPLOYMENT-ADMIN	220	286	517	231
55 5020703 FEDERAL UNEMPLOYMENT- ADMIN	134	168	138	(30)
BENEFITS	13,254	17,648	9,924	(7,724)
OTHER EXPENSES				
51 5030308 ARBITRATION FEES	3,318	24,000	6,000	(18,000)
51 5030309 OTHER PROFESSIONAL FEES	0	0	7,600	7,600
51 5030401 TEMPORARY HELP	69,547	0	0	0
51 5039909 OTHER SERVICES	235	0	0	0
51 5049901 OFFICE SUPPLIES	10,363	3,000	8,040	5,040
51 5050204 TELEPHONE-LOCAL	738	600	780	180
51 5090101 DUES AND SUBSCRIPTIONS	0	1,000	1,000	0
51 5090201 AIRFARE - TRANSPORTATION	2,280	2,275	25	(2,250)
51 5090205 TRAVEL - PER DIEM - MEALS	536	952	834	(118)
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	1,182	2,445	750	(1,695)
51 5090211 LODGING	2,925	4,400	4,720	320
51 5090215 TRAVEL - OTHER	(332)	0	0	0
51 5099901 POSTAGE	500	504	600	96
TOTAL OTHER EXPENSES	91,292	39,176	30,349	(8,827)
TOTAL EXPENSES	310,545	318,948	168,646	(150,303)



DEPARTMENT=320 (PLANNING)

	<i>FY2009</i> <i>Actual</i>	<i>FY2010</i> <i>Budget</i>	<i>FY2011</i> <i>Budget</i>	<i>Variance FY2011</i> <i>VS FY2010</i>
SALARY & WAGES				
51 5010201 SALARIES & WAGES - ADMIN.	916,593	926,007	967,372	41,365
51 5010203 OVERTIME - ADMINISTRATIVE	3,723	0	6,298	6,298
51 5020901 SICK LEAVE-ADMIN	42,762	65,753	85,303	19,550
51 5021001 HOLIDAY LEAVE-ADMIN	50,273	47,099	48,450	1,352
51 5021101 VACATION LEAVE-ADMIN	72,624	75,989	77,820	1,831
51 5021201 OTHER PAID LEAVE-ADMIN	1,866	5,202	5,435	232
SALARIES & WAGES	1,087,840	1,120,050	1,190,677	70,627
BENEFITS				
51 5020101 FICA-ADMIN	80,299	81,746	85,253	3,507
51 5020701 STATE UNEMPLOYMENT-ADMIN	2,057	900	3,969	3,069
BENEFITS	82,355	82,646	89,222	6,576
OTHER EXPENSES				
51 5030303 CONSULTATION FEES	559,118	490,000	237,770	(252,230)
51 5030309 OTHER PROFESSIONAL FEES	0	10,000	0	(10,000)
51 5030401 TEMPORARY HELP	33,018	118,300	93,600	(24,700)
51 5030512 SOFTWARE MAINTENANCE CONTRACTS	42,100	33,625	32,215	(1,410)
51 5039901 COURIER AND DELIVERY SERVICES	0	96	96	0
51 5039909 OTHER SERVICES	211	0	0	0
51 5049901 OFFICE SUPPLIES	7,901	8,000	8,085	85
51 5049909 OTHER SUPPLIES	2,759	2,022	4,491	2,469
51 5050204 TELEPHONE-LOCAL	2,552	1,440	3,240	1,800
51 5090101 DUES AND SUBSCRIPTIONS	400	2,105	3,070	965
51 5090201 AIRFARE - TRANSPORTATION	1,769	2,330	3,682	1,352
51 5090205 TRAVEL - PER DIEM - MEALS	867	192	884	692
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	1,342	350	6,000	5,650
51 5090211 LODGING	950	705	2,400	1,695
51 5090215 TRAVEL - OTHER	45	0	0	0
51 5099901 POSTAGE	52	144	60	(84)
51 5099908 COMPUTER HARDWARE	1,740	0	0	0
51 5100300 CAPITALIZATION OF SALARY AND WAGES	(39,253)	(60,000)	0	60,000
TOTAL OTHER EXPENSES	615,570	609,309	395,593	(213,716)
TOTAL EXPENSES	1,785,765	1,812,005	1,675,492	(136,513)



DEPARTMENT=330 (MARKETING)

	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>Variance FY2011</i>
	<i>Actual</i>	<i>Budget</i>	<i>Budget</i>	<i>VS FY2010</i>
SALARY & WAGES				
51 5010201 SALARIES & WAGES - ADMIN.	451,665	395,029	391,265	(3,763)
51 5010203 OVERTIME - ADMINISTRATIVE	771	837	0	(837)
51 5010304 INTERN PAY	2,299	0	0	0
51 5020901 SICK LEAVE-ADMIN	17,716	44,618	16,635	(27,983)
51 5021001 HOLIDAY LEAVE-ADMIN	22,883	18,586	19,903	1,318
51 5021101 VACATION LEAVE-ADMIN	27,777	29,566	21,172	(8,394)
51 5021201 OTHER PAID LEAVE-ADMIN	1,564	2,053	1,512	(541)
SALARIES & WAGES	524,674	490,689	450,488	(40,201)
BENEFITS				
51 5020101 FICA-ADMIN	37,690	34,984	34,000	(984)
51 5020701 STATE UNEMPLOYMENT-ADMIN	819	501	1,323	822
BENEFITS	38,508	35,485	35,323	(162)
OTHER EXPENSES				
51 5030303 CONSULTATION FEES	328,042	393,000	250,000	(143,000)
51 5030309 OTHER PROFESSIONAL FEES	84,234	103,000	123,000	20,000
51 5030311 PERMITS AND FEES	1,450	0	0	0
51 5030401 TEMPORARY HELP	8,380	8,000	0	(8,000)
51 5030402 TEMPORARY HELP - INTERNS	0	0	14,400	14,400
51 5039901 COURIER AND DELIVERY SERVICES	888	6,500	240	(6,260)
51 5039909 OTHER SERVICES	3,196	0	0	0
51 5049901 OFFICE SUPPLIES	21,258	33,000	22,000	(11,000)
51 5049903 MAPS AND SCHEDULES	256,590	249,000	248,216	(784)
51 5049909 OTHER SUPPLIES	279,177	128,000	153,000	25,000
51 5050204 TELEPHONE-LOCAL	516	63	0	(63)
51 5090101 DUES AND SUBSCRIPTIONS	685	90	550	460
51 5090201 AIRFARE - TRANSPORTATION	471	1,440	0	(1,440)
51 5090205 TRAVEL - PER DIEM - MEALS	1,177	400	0	(400)
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	3,160	800	0	(800)
51 5090211 LODGING	2,883	1,592	0	(1,592)
51 5090215 TRAVEL - OTHER	103	0	0	0
51 5090804 ADVERTISING/PROMOTION MEDIA	296,146	238,892	260,000	21,108
51 5099901 POSTAGE	504	7,993	0	(7,993)
51 5099909 OTHER MISCELLANEOUS EXPENSES	422	0	0	0
TOTAL OTHER EXPENSES	1,289,281	1,171,770	1,071,406	(100,364)
TOTAL EXPENSES	1,852,463	1,697,944	1,557,217	(140,727)



DEPARTMENT=331 (BUSINESS COMMUNITY DEVELOPMENT)

	<i>FY2009</i> <i>Actual</i>	<i>FY2010</i> <i>Budget</i>	<i>FY2011</i> <i>Budget</i>	<i>Variance FY2011</i> <i>VS FY2010</i>
SALARY & WAGES				
51 5010201 SALARIES & WAGES - ADMIN.	759,142	689,578	698,796	9,218
51 5010203 OVERTIME - ADMINISTRATIVE	3,832	0	0	0
51 5010304 INTERN PAY	2,811	0	0	0
51 5020901 SICK LEAVE-ADMIN	28,325	44,851	43,184	(1,666)
51 5021001 HOLIDAY LEAVE-ADMIN	36,774	32,464	34,999	2,535
51 5021101 VACATION LEAVE-ADMIN	42,833	49,884	55,802	5,918
51 5021201 OTHER PAID LEAVE-ADMIN	1,602	3,563	3,926	363
SALARIES & WAGES	875,318	820,340	836,707	16,367
BENEFITS				
51 5020101 FICA-ADMIN	64,430	60,221	61,586	1,366
51 5020701 STATE UNEMPLOYMENT-ADMIN	1,684	668	2,646	1,978
BENEFITS	66,114	60,888	64,232	3,344
OTHER EXPENSES				
51 5030309 OTHER PROFESSIONAL FEES	43,772	83,810	73,000	(10,810)
51 5030311 PERMITS AND FEES	12	0	0	0
51 5030401 TEMPORARY HELP	20,899	0	0	0
51 5039909 OTHER SERVICES	277	0	250,000	250,000
51 5039926 ADVERTISING INSTALLATION EXPENSE	72,000	75,000	84,000	9,000
51 5040121 GASOLINE	12	0	0	0
51 5049901 OFFICE SUPPLIES	12,957	18,253	11,758	(6,495)
51 5049909 OTHER SUPPLIES	700	0	0	0
51 5049915 NON CAPITAL EQUIPMENT	0	0	3,000	3,000
51 5050204 TELEPHONE-LOCAL	1,889	2,883	2,883	0
51 5090101 DUES AND SUBSCRIPTIONS	22,447	26,060	9,654	(16,406)
51 5090201 AIRFARE - TRANSPORTATION	7,767	11,920	0	(11,920)
51 5090205 TRAVEL - PER DIEM - MEALS	5,771	8,820	0	(8,820)
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	10,837	16,320	3,941	(12,379)
51 5090211 LODGING	3,828	3,020	1,150	(1,870)
51 5090215 TRAVEL - OTHER	176	0	350	350
51 5090804 ADVERTISING/PROMOTION MEDIA	1,865	0	0	0
51 5099901 POSTAGE	1,330	3,600	1,800	(1,800)
51 5099909 OTHER MISCELLANEOUS EXPENSES	60	0	0	0
TOTAL OTHER EXPENSES	206,597	249,686	441,536	191,850
TOTAL EXPENSES	1,148,028	1,130,914	1,342,475	211,561



DEPARTMENT=332 (CUSTOMER SERVICE)

	<i>FY2009</i> <i>Actual</i>	<i>FY2010</i> <i>Budget</i>	<i>FY2011</i> <i>Budget</i>	<i>Variance FY2011</i> <i>VS FY2010</i>
SALARY & WAGES				
51 5010201 SALARIES & WAGES - ADMIN.	591,189	620,254	622,898	2,644
51 5010203 OVERTIME - ADMINISTRATIVE	32,286	46,031	44,000	(2,032)
51 5020901 SICK LEAVE-ADMIN	21,228	40,178	37,071	(3,107)
51 5021001 HOLIDAY LEAVE-ADMIN	22,873	31,143	30,643	(500)
51 5021101 VACATION LEAVE-ADMIN	26,230	45,220	41,067	(4,153)
51 5021201 OTHER PAID LEAVE-ADMIN	2,854	3,077	2,933	(144)
SALARIES & WAGES	696,661	785,904	778,612	(7,292)
BENEFITS				
51 5020101 FICA-ADMIN	50,519	55,011	54,933	(78)
51 5020701 STATE UNEMPLOYMENT-ADMIN	2,109	990	3,969	2,979
BENEFITS	52,628	56,001	58,902	2,901
OTHER EXPENSES				
51 5030401 TEMPORARY HELP	126,247	19,284	37,666	18,382
51 5039901 COURIER AND DELIVERY SERVICES	9	0	0	0
51 5039909 OTHER SERVICES	154	0	2,880	2,880
51 5049901 OFFICE SUPPLIES	1,323	1,512	1,605	93
51 5049909 OTHER SUPPLIES	16	0	0	0
51 5049915 NON CAPITAL EQUIPMENT	0	0	1,000	1,000
51 5050204 TELEPHONE-LOCAL	496	600	600	0
51 5090201 AIRFARE - TRANSPORTATION	6,921	6,528	6,880	352
51 5090205 TRAVEL - PER DIEM - MEALS	428	0	0	0
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	35	0	0	0
51 5099901 POSTAGE	104	60	75	15
51 5099909 OTHER MISCELLANEOUS EXPENSES	20	0	0	0
TOTAL OTHER EXPENSES	135,753	27,984	50,706	22,722
TOTAL EXPENSES	885,042	869,889	888,219	18,330



DEPARTMENT=340 (HUMAN RESOURCES)

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARY & WAGES				
51 5010201 SALARIES & WAGES - ADMIN.	763,885	734,714	769,820	35,106
51 5010203 OVERTIME - ADMINISTRATIVE	1,335	0	0	0
51 5020901 SICK LEAVE-ADMIN	34,428	45,404	62,364	16,961
51 5021001 HOLIDAY LEAVE-ADMIN	39,291	33,833	30,971	(2,862)
51 5021101 VACATION LEAVE-ADMIN	47,647	62,092	64,029	1,936
51 5021201 OTHER PAID LEAVE-ADMIN	4,155	4,128	4,325	197
SALARIES & WAGES	890,742	880,170	931,509	51,338
BENEFITS				
51 5020101 FICA-ADMIN	62,311	72,156	67,706	(4,450)
51 5020701 STATE UNEMPLOYMENT-ADMIN	1,376	604	2,353	1,749
51 5021405 HOUSING	10,409	0	30,000	30,000
51 5021406 RELOCATION REIMBURSEMENT.	2,000	17,000	100,000	83,000
51 5021430 TUITION REIMBURSEMENT	25,834	33,500	33,500	0
BENEFITS	101,930	123,259	233,559	110,299
OTHER EXPENSES				
51 5030303 CONSULTATION FEES	446,520	340,280	303,217	(37,063)
51 5030306 TECHNICAL SERVICES	17,495	8,000	16,500	8,500
51 5030309 OTHER PROFESSIONAL FEES	9,898	5,700	5,700	0
51 5030401 TEMPORARY HELP	1,868	0	0	0
51 5039901 COURIER AND DELIVERY SERVICES	92	300	0	(300)
51 5039909 OTHER SERVICES	117	250	190	(60)
51 5049901 OFFICE SUPPLIES	16,017	19,000	14,000	(5,000)
51 5049909 OTHER SUPPLIES	867	0	0	0
51 5050204 TELEPHONE-LOCAL	619	300	960	660
51 5090101 DUES AND SUBSCRIPTIONS	1,585	2,965	2,360	(605)
51 5090201 AIRFARE - TRANSPORTATION	4,033	600	2,450	1,850
51 5090205 TRAVEL - PER DIEM - MEALS	3,741	1,400	1,660	260
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	1,694	5,450	3,650	(1,800)
51 5090211 LODGING	3,446	375	2,170	1,795
51 5090215 TRAVEL - OTHER	139	0	0	0
51 5090801 NEWSPAPER MEDIA	3,250	8,000	4,500	(3,500)
51 5099901 POSTAGE	1,380	3,000	3,000	0
51 5099909 OTHER MISCELLANEOUS EXPENSES	161	0	0	0
51 5099910 EMPLOYEE AWARDS & RECOGNITION	54	0	0	0
51 5099992 RECOGNITION PROGRAM	76,451	11,500	3,500	(8,000)
TOTAL OTHER EXPENSES	589,428	407,120	363,857	(43,263)
TOTAL EXPENSES	1,582,099	1,410,550	1,528,924	118,375



DEPARTMENT=420 (RISK MANAGEMENT)

	<i>FY2009</i> <i>Actual</i>	<i>FY2010</i> <i>Budget</i>	<i>FY2011</i> <i>Budget</i>	<i>Variance FY2011</i> <i>VS FY2010</i>
SALARY & WAGES				
51 5010201 SALARIES & WAGES - ADMIN.	301,258	288,942	283,430	(5,512)
51 5010203 OVERTIME - ADMINISTRATIVE	4,909	0	0	0
51 5010304 INTERN PAY	18,005	0	0	0
51 5020901 SICK LEAVE-ADMIN	14,013	26,710	16,826	(9,884)
51 5021001 HOLIDAY LEAVE-ADMIN	16,931	14,574	14,134	(440)
51 5021101 VACATION LEAVE-ADMIN	22,271	22,115	24,215	2,100
51 5021201 OTHER PAID LEAVE-ADMIN	1,704	1,500	1,530	29
SALARIES & WAGES	379,090	353,840	340,134	(13,706)
BENEFITS				
51 5020101 FICA-ADMIN	27,191	25,744	25,338	(406)
51 5020701 STATE UNEMPLOYMENT-ADMIN	787	313	1,072	759
51 5020832 EXPENSE FOR W/C CLAIMS	(786,026)	21,600	20,256	(1,344)
51 5020841 W/C CLAIMS HANDLING FEE	1,585	1,215	2,461	1,246
51 5020842 W/C ADMIN FEES (2% OF CLAIMS)	81	43	47	4
51 5020845 PREMIUMS FOR W/C LOSSES	4,563	4,874	4,320	(554)
55 5020832 EXPENSE FOR W/C CLAIMS	899,052	778,400	681,300	(97,100)
55 5020841 W/C CLAIMS HANDLING FEE	57,116	43,785	88,738	44,953
55 5020842 W/C ADMIN FEES (2% OF CLAIMS)	2,919	1,557	1,560	3
55 5020845 PREMIUMS FOR W/C LOSSES	164,420	175,658	155,680	(19,978)
51 5021421 SAFETY AWARDS	0	392	0	(392)
BENEFITS	371,688	1,053,581	980,771	(72,810)
OTHER EXPENSES				
51 5030305 MEDICAL SERVICES	113,233	85,975	99,460	13,485
51 5030309 OTHER PROFESSIONAL FEES	101,461	100,000	85,996	(14,004)
51 5039901 COURIER AND DELIVERY SERVICES	3	0	0	0
51 5039909 OTHER SERVICES	498	1,450	1,000	(450)
51 5049901 OFFICE SUPPLIES	2,831	3,000	3,000	0
51 5049909 OTHER SUPPLIES	85	0	452	452
51 5050204 TELEPHONE-LOCAL	500	300	600	300
51 5060101 PROPERTY INSURANCE PREMIUMS	58,436	62,000	80,000	18,000
51 5060201 PHYSICAL DAMAGE RECOVERIES	(220,376)	(150,000)	(150,000)	0
51 5060301 VEHICLE LIABILITY PREMIUMS	850,820	818,050	942,388	124,338
51 5060302 AUTO LIABILITY LOSS	631,813	620,000	600,000	(20,000)
51 5060801 PUBLIC OFFICIALS LIABILITY, PREMIUMS	47,711	50,000	53,000	3,000
51 5060802 CRIME INSURANCE PREMIUM	7,582	9,000	9,000	0
51 5060809 OTHER BUSINESS INSURANCE	87,419	103,076	103,075	(1)
51 5090101 DUES AND SUBSCRIPTIONS	1,258	1,785	1,210	(575)
51 5090205 TRAVEL - PER DIEM - MEALS	131	0	0	0
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	347	1,500	1,740	240
51 5090215 TRAVEL - OTHER	92	0	0	0
51 5099901 POSTAGE	1,283	0	0	0
51 5099909 OTHER MISCELLANEOUS EXPENSES	2,358	3,000	2,004	(996)
51 5099992 RECOGNITION PROGRAM	86	0	0	0
TOTAL OTHER EXPENSES	1,687,570	1,709,136	1,832,925	123,788
TOTAL EXPENSES	2,438,347	3,116,558	3,153,830	37,272



DEPARTMENT=430 (METROACCESS)⁽⁵⁾

	FY2009 Actual	FY2010 Budget	FY2011 Budget	Variance FY2011 VS FY2010
SALARY & WAGES				
55 5010101 OPERATORS' SALARIES AND WAGES	2,850,751	3,505,338	5,154,775	1,649,436
55 5010102 OPERATORS' SALARIES AND WAGES - SEDANS	1,569,195	1,668,279	0	(1,668,279)
55 5010103 OPERATORS' OVERTIME	479,570	654,707	646,342	(8,365)
55 5010104 OPERATORS' OVERTIME - SEDAN OPERATOR	289,813	275,476	0	(275,476)
55 5010201 SALARIES & WAGES - ADMIN.	589,746	583,273	815,327	232,054
55 5010202 SALARIES & WAGES - BARGAINING	619,081	638,402	758,548	120,146
55 5010203 OVERTIME - ADMINISTRATIVE	15,573	5,264	14,355	9,091
55 5010204 OVERTIME - BARGAINING	191,089	101,119	119,505	18,386
55 5020901 SICK LEAVE-ADMIN	36,712	44,150	50,385	6,235
55 5020902 SICK LEAVE-BARGAINING	246,256	282,915	268,905	(14,010)
55 5021001 HOLIDAY LEAVE-ADMIN	33,263	29,667	40,118	10,451
55 5021002 HOLIDAY LEAVE-BARGAINING	228,337	267,804	231,054	(36,750)
55 5021101 VACATION LEAVE-ADMIN	46,413	50,158	67,920	17,762
55 5021102 VACATION LEAVE-BARGAINING	350,277	423,511	378,616	(44,894)
55 5021201 OTHER PAID LEAVE-ADMIN	3,079	3,277	4,581	1,304
55 5021202 OTHER PAID LEAVE-BARGAINING	20,037	22,282	22,025	(257)
SALARIES & WAGES	7,569,193	8,555,623	8,572,457	16,834
BENEFITS				
55 5020101 FICA-ADMIN	62,291	51,424	72,026	20,603
55 5020102 FICA-BARGAINING	515,645	601,467	464,065	(137,402)
55 5020202 PENSION - BARGAINING	272,313	261,541	295,223	33,682
55 5020701 STATE UNEMPLOYMENT-ADMIN	1,302	978	2,847	1,869
55 5020702 STATE UNEMPLOYMENT-BARGAINING	17,792	12,383	5,293	(7,090)
55 5020703 FEDERAL UNEMPLOYMENT- ADMIN	779	778	235	(543)
55 5020704 FEDERAL UNEMPLOYMENT-BARGAINING	10,798	12,581	1,468	(11,112)
55 5021301 UNIFORM ALLOWANCE-BARGAINING	43,952	67,236	59,761	(7,475)
55 5021302 UNIFORM ALLOWANCE-ADMIN.	0	1,555	2,625	1,070
55 5021425 INCENTIVE - BARGAINING	120,155	145,231	137,641	(7,589)
55 5021426 INCENTIVE - BARGAINING/IUE	13,960	14,018	11,569	(2,448)
BENEFITS	1,058,987	1,169,191	1,052,754	(116,437)
OTHER EXPENSES				
51 5030311 PERMITS AND FEES	831	0	0	0
51 5030401 TEMPORARY HELP	279,432	145,850	130,223	(15,627)
51 5030512 SOFTWARE MAINTENANCE CONTRACTS	90	0	0	0
51 5039901 COURIER AND DELIVERY SERVICES	4	0	0	0
51 5039909 OTHER SERVICES	3,811	226,016	151,551	(74,465)
51 5049901 OFFICE SUPPLIES	14,512	38,593	36,149	(2,444)
51 5049904 TRAINING MATERIALS	65	0	0	0
51 5049907 EXPENDABLE TOOLS & EQUIPMENT	0	0	3,600	3,600
51 5049909 OTHER SUPPLIES	6,829	11,194	13,556	2,362
51 5050204 TELEPHONE-LOCAL	5,692	4,980	5,760	780
51 5050205 TELEPHONE-LONG DISTANCE	30	0	0	0
51 5080106 DEMAND RESPONSE	3,222,886	2,729,775	2,778,061	48,286
51 5080119 DEDICATED PARA TRANSPORTATION	747,053	0	0	0
51 5090201 AIRFARE - TRANSPORTATION	(318)	1,240	1,700	460
51 5090205 TRAVEL - PER DIEM - MEALS	(204)	432	1,687	1,255
51 5090206 TOLL ROAD CHARGES	4	0	0	0
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	535	1,495	1,850	355
51 5090211 LODGING	295	1,012	5,800	4,788
51 5090215 TRAVEL - OTHER	292	100	150	50
51 5099901 POSTAGE	12,153	12,384	45,600	33,216
51 5099904 TOOLS AND EQUIPMENT	62	0	0	0
51 5099905 COMPUTER SOFTWARE	4,409	0	0	0
51 5099907 SAFETY EQUIPMENT	103	0	0	0
51 5099909 OTHER MISCELLANEOUS EXPENSES	1,485	1,200	16,200	15,000
55 5030309 OTHER PROFESSIONAL FEES	0	0	119,218	119,218
TOTAL OTHER EXPENSES	4,300,048	3,174,270	3,311,105	136,835
TOTAL EXPENSES	12,928,228	12,899,083	12,936,316	37,233

(5) As of FY 2011 Account 55 5010102 Operators Salaries and Wages Sedan has been combined with 55 5010101 Operators Salaries and wages



DEPARTMENT=440 (OPERATIONS TRAINING)

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARY & WAGES				
55 5010201 SALARIES & WAGES - ADMIN.	457,012	294,149	278,655	(15,494)
55 5010203 OVERTIME - ADMINISTRATIVE	15,736	7,571	4,612	(2,959)
55 5010304 INTERN PAY	13,027	0	0	0
55 5020901 SICK LEAVE-ADMIN	29,230	17,471	16,606	(864)
55 5021001 HOLIDAY LEAVE-ADMIN	25,297	14,379	13,956	(423)
55 5021101 VACATION LEAVE-ADMIN	50,740	29,903	27,707	(2,195)
55 5021201 OTHER PAID LEAVE-ADMIN	2,502	1,588	1,510	(79)
SALARIES & WAGES	593,544	365,061	343,047	(22,014)
BENEFITS				
55 5020101 FICA-ADMIN	63,937	25,880	24,568	(1,312)
55 5020102 FICA-BARGAINING	33	0	0	0
55 5020701 STATE UNEMPLOYMENT-ADMIN	843	622	615	(7)
55 5020703 FEDERAL UNEMPLOYMENT- ADMIN	492	599	257	(342)
55 5021301 UNIFORM ALLOWANCE-BARGAINING	542	0	0	0
55 5021302 UNIFORM ALLOWANCE-ADMIN.	0	1,205	1,205	0
55 5021411 OTHER BENEFITS - ADMIN	300	0	0	0
55 5021421 SAFETY AWARDS	0	43,000	56,004	13,004
BENEFITS	66,148	71,305	82,648	11,343
OTHER EXPENSES				
51 5030309 OTHER PROFESSIONAL FEES	122,163	145,368	108,953	(36,415)
51 5030401 TEMPORARY HELP	7,680	0	26,622	26,622
51 5030512 SOFTWARE MAINTENANCE CONTRACTS	6,750	6,750	6,750	0
51 5039909 OTHER SERVICES	227	0	0	0
51 5049901 OFFICE SUPPLIES	1,629	1,200	2,400	1,200
51 5049904 TRAINING MATERIALS	10,679	7,120	16,450	9,330
51 5049909 OTHER SUPPLIES	875	1,655	0	(1,655)
51 5050204 TELEPHONE-LOCAL	143	300	300	0
51 5090101 DUES AND SUBSCRIPTIONS	0	0	500	500
51 5090201 AIRFARE - TRANSPORTATION	5,120	1,500	5,800	4,300
51 5090205 TRAVEL - PER DIEM - MEALS	6,417	1,340	5,202	3,862
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	7,560	1,995	6,850	4,855
51 5090211 LODGING	6,056	5,435	19,200	13,765
51 5090215 TRAVEL - OTHER	(1,533)	0	0	0
51 5099901 POSTAGE	0	200	200	0
51 5099909 OTHER MISCELLANEOUS EXPENSES	5,696	18,000	30,000	12,000
TOTAL OTHER EXPENSES	179,462	190,863	229,227	38,364
TOTAL EXPENSES	839,153	627,229	654,922	27,693



DEPARTMENT=441 (FIXED ROUTE)

	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>Variance FY2011</i>
	<i>Actual</i>	<i>Budget</i>	<i>Budget</i>	<i>VS FY2010</i>
SALARY & WAGES				
55 5010101 OPERATORS' SALARIES AND WAGES	16,363,969	16,132,347	15,853,507	(278,840)
55 5010103 OPERATORS' OVERTIME	2,618,703	2,479,722	2,470,936	(8,786)
55 5010201 SALARIES & WAGES - ADMIN.	1,659,414	1,706,606	1,640,484	(66,123)
55 5010202 SALARIES & WAGES - BARGAINING	634,269	0	0	0
55 5010203 OVERTIME - ADMINISTRATIVE	205,332	245,515	211,453	(34,062)
55 5010204 OVERTIME - BARGAINING	7,436	0	0	0
55 5010304 INTERN PAY	4,980	0	0	0
55 5020901 SICK LEAVE-ADMIN	96,900	122,321	101,378	(20,943)
55 5020902 SICK LEAVE-BARGAINING	783,627	694,528	719,972	25,444
55 5021001 HOLIDAY LEAVE-ADMIN	109,778	86,803	82,161	(4,642)
55 5021002 HOLIDAY LEAVE-BARGAINING	788,005	843,768	800,991	(42,777)
55 5021101 VACATION LEAVE-ADMIN	175,277	148,623	139,161	(9,461)
55 5021102 VACATION LEAVE-BARGAINING	1,253,136	1,309,211	1,345,621	36,410
55 5021201 OTHER PAID LEAVE-ADMIN	13,793	9,588	9,216	(371)
55 5021202 OTHER PAID LEAVE-BARGAINING	84,117	67,264	67,032	(233)
SALARIES & WAGES	24,798,736	23,846,296	23,441,912	(404,384)
BENEFITS				
55 5020101 FICA-ADMIN	200,342	152,283	146,099	(6,184)
55 5020102 FICA-BARGAINING	1,696,525	1,681,876	1,269,468	(412,408)
55 5020202 PENSION - BARGAIN	913,066	725,956	792,675	66,720
55 5020701 STATE UNEMPLOYMENT-ADMIN	3,704	3,339	6,579	3,240
55 5020702 STATE UNEMPLOYMENT-BARGAINING	52,301	24,071	393,976	369,904
55 5020703 FEDERAL UNEMPLOYMENT- ADMIN	2,207	1,960	1,904	(56)
55 5020704 FEDERAL UNEMPLOYMENT-BARGAINING	29,550	22,645	146,596	123,950
55 5021301 UNIFORM ALLOWANCE-BARGAINING	158,484	181,791	166,679	(15,112)
55 5021302 UNIFORM ALLOWANCE-ADMIN.	0	16,748	16,748	0
55 5021307 OTHER CLOTHING ALLOW-ADMIN	1,130	0	0	0
55 5021411 OTHER BENEFITS - ADMIN	(300)	0	0	0
55 5021425 INCENTIVE - BARGAINING	457,520	458,465	450,721	(7,744)
BENEFITS	3,514,529	3,269,134	3,391,445	122,311
OTHER EXPENSES				
51 5030307 OTHER SERVICES - CTECC	450,253	474,531	490,545	16,014
51 5030311 PERMITS AND FEES	1,694	0	0	0
51 5030401 TEMPORARY HELP	63,303	0	0	0
51 5049901 OFFICE SUPPLIES	17,851	16,200	15,400	(800)
51 5049904 TRAINING MATERIALS	531	0	0	0
51 5049909 OTHER SUPPLIES	4,135	0	0	0
51 5050204 TELEPHONE-LOCAL	2,692	2,520	2,220	(300)
51 5090201 AIRFARE - TRANSPORTATION	0	1,200	1,000	(200)
51 5090205 TRAVEL - PER DIEM - MEALS	2,430	400	721	321
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	7,405	1,550	1,750	200
51 5090211 LODGING	267	1,650	2,700	1,050
51 5099901 POSTAGE	754	1,020	1,020	0
51 5099909 OTHER MISCELLANEOUS EXPENSES	8,828	14,400	21,400	7,000
TOTAL OTHER EXPENSES	560,142	513,471	536,756	23,285
TOTAL EXPENSES	28,873,408	27,628,901	27,370,113	(258,788)



DEPARTMENT=442 (RUNNING REPAIR)

	FY2009 Actual	FY2010 Budget	FY2011 Budget	Variance FY2011 VS FY2010
SALARY & WAGES				
51 5010202 SALARIES & WAGES - BARGAINING	(12)	0	0	0
55 5010201 SALARIES & WAGES - ADMIN.	603,379	523,637	638,056	114,419
55 5010202 SALARIES & WAGES - BARGAINING	4,916,819	4,950,349	5,073,912	123,562
55 5010203 OVERTIME - ADMINISTRATIVE	106,693	117,442	103,161	(14,281)
55 5010204 OVERTIME - BARGAINING	1,186,348	665,250	647,277	(17,973)
55 5020901 SICK LEAVE-ADMIN	38,450	49,643	39,430	(10,213)
55 5020902 SICK LEAVE-BARGAINING	234,595	333,731	343,285	9,553
55 5021001 HOLIDAY LEAVE-ADMIN	33,598	26,634	31,956	5,323
55 5021002 HOLIDAY LEAVE-BARGAINING	219,479	351,144	356,304	5,160
55 5021101 VACATION LEAVE-ADMIN	53,782	47,425	55,584	8,159
55 5021102 VACATION LEAVE-BARGAINING	361,980	441,291	400,499	(40,793)
55 5021201 OTHER PAID LEAVE-ADMIN	5,981	2,942	3,585	643
55 5021202 OTHER PAID LEAVE-BARGAINING	29,257	55,622	57,214	1,592
SALARIES & WAGES	7,790,350	7,565,111	7,750,262	185,151
BENEFITS				
55 5020101 FICA-ADMIN	59,825	47,047	57,289	10,242
55 5020102 FICA-BARGAINING	526,832	407,872	419,210	11,338
55 5020202 PENSION - BARGAINING	187,227	208,453	206,771	(1,682)
55 5020701 STATE UNEMPLOYMENT-ADMIN	1,145	954	2,322	1,368
55 5020702 STATE UNEMPLOYMENT-BARGAINING	11,068	7,776	23,027	15,251
55 5020703 FEDERAL UNEMPLOYMENT- ADMIN	672	560	672	112
55 5020704 FEDERAL UNEMPLOYMENT-BARGAINING	6,541	6,720	6,664	(56)
51 5021302 UNIFORM ALLOWANCE-ADMIN.	57	0	0	0
51 5021305 BOOT ALLOWANCE-BARGAINING	994	0	0	0
51 5021401 TOOL ALLOWANCE-BARGAINING	3,351	0	0	0
55 5021301 UNIFORM ALLOWANCE-BARGAINING	25,156	28,835	28,876	41
55 5021302 UNIFORM ALLOWANCE-ADMIN.	4,505	4,706	5,304	598
55 5021304 BOOT ALLOWANCE-ADMIN	405	1,620	1,620	0
55 5021305 BOOT ALLOWANCE-BARGAINING	13,540	16,200	16,065	(135)
55 5021401 TOOL ALLOWANCE-BARGAINING	38,245	51,600	51,170	(430)
55 5021425 INCENTIVE - BARGAINING	160,704	206,097	208,671	2,574
BENEFITS	1,040,267	988,439	1,027,660	39,221
OTHER EXPENSES				
51 5030311 PERMITS AND FEES	1,475	0	0	0
51 5030401 TEMPORARY HELP	6,509	0	0	0
51 5030507 MAINTENANCE-RADIOS	48	0	0	0
51 5030509 REPAIR & MAINTENANCE-OTHER	4,657	0	0	0
51 5039903 VEHICLE TOWING	53,971	53,150	34,271	(18,879)
51 5039909 OTHER SERVICES	495,117	759,470	255,441	(504,030)
51 5039923 SHOP TOWEL SERVICE	25,691	27,875	26,189	(1,686)
51 5040201 TIRES AND TUBES	883,753	979,483	888,589	(90,895)
51 5049901 OFFICE SUPPLIES	3,116	2,707	1,700	(1,007)
51 5049904 TRAINING MATERIALS	1,122	0	0	0
51 5049907 EXPENDABLE TOOLS & EQUIPMENT	537	0	0	0
51 5049909 OTHER SUPPLIES	302,499	258,113	353,544	95,431
51 5049917 PAINT SUPPLIES	417	0	0	0
51 5049920 MAINTENANCE MATERIALS	5,514,413	4,210,731	5,049,036	838,305
51 5049970 CORE EXPENSES	0	0	509,000	509,000
51 5049974 CORE DEPOSIT CREDIT	341,832	(208,665)	(459,000)	(250,335)
51 5049975 FREIGHT CHARGE-INVENTORY PARTS	750	0	0	0
51 5049985 WARRANTY CREDIT	(38,567)	(84,690)	(73,882)	10,808
51 5049999 OBSOLETE PARTS	0	1	0	(1)
51 5070401 INSPECTION CERTIFICATES	11,438	9,284	6,158	(3,127)
51 5079901 BATTERY SURCHARGE	4,263	3,969	3,531	(438)
51 5090201 AIRFARE - TRANSPORTATION	12,250	0	0	0
51 5090205 TRAVEL - PER DIEM - MEALS	740	0	0	0
51 5090206 TOLL ROAD CHARGES	5	0	0	0
51 5099901 POSTAGE	5	0	0	0
51 5099904 TOOLS AND EQUIPMENT	45,262	21,867	29,541	7,674
51 5099907 SAFETY EQUIPMENT	52,198	49,802	45,365	(4,437)
51 5099909 OTHER MISCELLANEOUS EXPENSES	20,793	1,500	1,023	(477)
51 5100300 CAPITALIZATION OF SALARY AND WAGES	(146,325)	0	0	0
51 5120702 MACHINERY AND EQUIPMENT	779	0	0	0
TOTAL OTHER EXPENSES	7,598,749	6,084,597	6,670,503	585,906
TOTAL EXPENSES	16,429,366	14,638,147	15,448,425	810,278



DEPARTMENT=443 (SERVICE ISLAND)

	FY2009 Actual	FY2010 Budget	FY2011 Budget	Variance FY2011 VS FY2010
SALARY & WAGES				
51 5010104 OPERATORS' OVERTIME - SEDAN OPERATOR	(1,236)	0	0	0
55 5010201 SALARIES & WAGES - ADMIN.	126,443	171,322	174,671	3,350
55 5010202 SALARIES & WAGES - BARGAINING	1,138,091	1,047,900	1,120,245	72,345
55 5010203 OVERTIME - ADMINISTRATIVE	17,744	30,182	0	(30,182)
55 5010204 OVERTIME - BARGAINING	84,257	94,185	100,282	6,096
55 5020901 SICK LEAVE-ADMIN	13,143	20,568	10,794	(9,773)
55 5020902 SICK LEAVE-BARGAINING	29,915	70,645	75,522	4,877
55 5021001 HOLIDAY LEAVE-ADMIN	8,029	8,714	8,748	34
55 5021002 HOLIDAY LEAVE-BARGAINING	47,258	78,386	78,386	0
55 5021101 VACATION LEAVE-ADMIN	11,005	14,435	16,382	1,948
55 5021102 VACATION LEAVE-BARGAINING	49,616	80,250	85,791	5,540
55 5021201 OTHER PAID LEAVE-ADMIN	3,376	962	981	19
55 5021202 OTHER PAID LEAVE-BARGAINING	4,457	11,774	12,587	813
SALARIES & WAGES	1,532,097	1,629,323	1,684,390	55,068
BENEFITS				
55 5020101 FICA-ADMIN	12,483	15,393	15,683	291
55 5020102 FICA-BARGAINING	102,890	83,699	89,117	5,418
55 5020202 PENSION - BARGAIN	46,674	67,371	64,525	(2,845)
55 5020701 STATE UNEMPLOYMENT-ADMIN	191	286	581	294
55 5020702 STATE UNEMPLOYMENT-BARGAINING	3,858	2,462	7,353	4,891
55 5020703 FEDERAL UNEMPLOYMENT- ADMIN	112	186	112	(74)
55 5020704 FEDERAL UNEMPLOYMENT-BARGAINING	2,406	2,128	2,128	0
51 5021305 BOOT ALLOWANCE-BARGAINING	270	0	0	0
51 5021308 OTHER CLOTHING ALLOWANCE-BARGAINING	3,420	0	0	0
55 5021301 UNIFORM ALLOWANCE-BARGAINING	11,093	13,733	13,733	0
55 5021302 UNIFORM ALLOWANCE-ADMIN.	401	897	897	0
55 5021304 BOOT ALLOWANCE-ADMIN	0	270	405	135
55 5021305 BOOT ALLOWANCE-BARGAINING	3,244	5,032	5,130	98
55 5021308 OTHER CLOTHING ALLOWANCE-BARGAINING	0	2,850	3,610	760
55 5021425 INCENTIVE - BARGAINING	23,488	48,847	48,847	0
BENEFITS	210,529	243,154	252,121	8,967
OTHER EXPENSES				
51 5030401 TEMPORARY HELP	58,967	32,032	0	(32,032)
51 5030507 MAINTENANCE-RADIOS	104	0	0	0
51 5030509 REPAIR & MAINTENANCE-OTHER	377,902	362,643	270,445	(92,199)
51 5039903 VEHICLE TOWING	354	0	0	0
51 5039909 OTHER SERVICES	1,196	4,800	3,450	(1,350)
51 5040104 TRANSMISSION FLUID	65,950	72,053	81,786	9,733
51 5040105 COOLANT	98,934	98,217	89,237	(8,980)
51 5040109 OTHER FLUIDS	3,419	6,333	6,333	0
51 5040111 DIESEL	5,993,455	7,187,863	7,019,806	(168,057)
51 5040121 GASOLINE	386,161	445,008	415,106	(29,901)
51 5040131 OIL	192,724	248,182	245,021	(3,162)
51 5040145 FUEL-CONTRACTED FIXED ROUTE UT	1,332,432	1,742,522	1,835,262	92,740
51 5040146 FUEL-FIXED ROUTE LOCAL SERVICES	1,365,563	2,072,733	2,216,038	143,305
51 5040150 FUEL RISK MANAGEMENT	173,102	0	0	0
51 5049901 OFFICE SUPPLIES	420	823	570	(253)
51 5049906 CLEANING SUPPLIES	120,102	118,649	84,263	(34,387)
51 5049907 EXPENDABLE TOOLS & EQUIPMENT	0	7,886	0	(7,886)
51 5049909 OTHER SUPPLIES	106	0	0	0
51 5070501 DIESEL FUEL TAX	922,351	961,884	943,520	(18,365)
51 5070502 GASOLINE FUEL TAX	42,572	41,965	37,229	(4,736)
51 5070503 FUEL SURCHARGE	9,051	22,820	22,291	(529)
51 5079901 BATTERY SURCHARGE	9	0	0	0
51 5090215 TRAVEL - OTHER	33	0	0	0
51 5099907 SAFETY EQUIPMENT	7,095	0	0	0
51 5099909 OTHER MISCELLANEOUS EXPENSES	0	168	300	132
TOTAL OTHER EXPENSES	11,152,003	13,426,581	13,270,656	(155,925)
TOTAL EXPENSES	12,894,629	15,299,059	15,207,168	(91,891)



DEPARTMENT=451 (VEHICLE MAINTENANCE - ADMIN.)

	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>Variance FY2011</i>
	<i>Actual</i>	<i>Budget</i>	<i>Budget</i>	<i>VS FY2010</i>
SALARY & WAGES				
55 5010201 SALARIES & WAGES - ADMIN.	770,875	805,139	722,330	(82,809)
55 5010203 OVERTIME - ADMINISTRATIVE	14,633	1,130	1,133	4
55 5020901 SICK LEAVE-ADMIN	57,936	83,814	44,638	(39,175)
55 5021001 HOLIDAY LEAVE-ADMIN	36,981	40,951	36,177	(4,775)
55 5021101 VACATION LEAVE-ADMIN	57,509	68,275	64,186	(4,089)
55 5021201 OTHER PAID LEAVE-ADMIN	2,694	4,523	4,058	(465)
SALARIES & WAGES	940,628	1,003,832	872,523	(131,310)
BENEFITS				
55 5020101 FICA-ADMIN	70,309	71,378	63,752	(7,626)
55 5020701 STATE UNEMPLOYMENT-ADMIN	1,483	1,431	2,516	1,085
55 5020703 FEDERAL UNEMPLOYMENT- ADMIN	925	840	728	(112)
55 5021304 BOOT ALLOWANCE-ADMIN	945	1,080	1,215	135
BENEFITS	73,661	74,729	68,211	(6,519)
OTHER EXPENSES				
51 5030306 TECHNICAL SERVICES	274	0	0	0
51 5030309 OTHER PROFESSIONAL FEES	332,841	236,175	212,000	(24,175)
51 5030401 TEMPORARY HELP	91,479	0	0	0
51 5030507 MAINTENANCE-RADIOS	529,497	551,750	481,129	(70,621)
51 5030509 REPAIR & MAINTENANCE-OTHER	2,865	0	0	0
51 5039909 OTHER SERVICES	774	26,400	48,800	22,400
51 5049901 OFFICE SUPPLIES	7,437	7,263	8,885	1,622
51 5049903 MAPS AND SCHEDULES	19	0	0	0
51 5049904 TRAINING MATERIALS	1,114	2,925	4,884	1,959
51 5049907 EXPENDABLE TOOLS & EQUIPMENT	705	0	0	0
51 5049909 OTHER SUPPLIES	465	1,780	1,500	(280)
51 5049920 MAINTENANCE MATERIALS	5,441	0	0	0
51 5050204 TELEPHONE-LOCAL	2,516	2,571	3,185	614
51 5090101 DUES AND SUBSCRIPTIONS	974	1,215	1,215	0
51 5090201 AIRFARE - TRANSPORTATION	11,431	10,046	4,280	(5,766)
51 5090205 TRAVEL - PER DIEM - MEALS	5,117	4,782	2,357	(2,425)
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	30	3,100	700	(2,400)
51 5090211 LODGING	10,010	6,990	3,050	(3,940)
51 5090215 TRAVEL - OTHER	731	0	0	0
51 5099901 POSTAGE	382	0	0	0
51 5099908 COMPUTER HARDWARE	64	0	0	0
51 5099909 OTHER MISCELLANEOUS EXPENSES	208	120	180	60
51 5100300 CAPITALIZATION OF SALARY AND WAGES	9,975	0	0	0
55 5030401 TEMPORARY HELP	0	0	79,870	79,870
TOTAL OTHER EXPENSES	1,014,350	855,116	852,034	(3,082)
TOTAL EXPENSES	2,028,639	1,933,678	1,792,768	(140,911)



DEPARTMENT=456 (STORES)

	<i>FY2009</i> <i>Actual</i>	<i>FY2010</i> <i>Budget</i>	<i>FY2011</i> <i>Budget</i>	<i>Variance FY2011</i> <i>VS FY2010</i>
SALARY & WAGES				
55 5010201 SALARIES & WAGES - ADMIN.	119,511	113,700	115,921	2,221
55 5010202 SALARIES & WAGES - BARGAINING	318,539	285,437	305,143	19,706
55 5010204 OVERTIME - BARGAINING	21,997	25,655	27,316	1,661
55 5020901 SICK LEAVE-ADMIN	5,069	7,026	7,164	137
55 5020902 SICK LEAVE-BARGAINING	7,775	19,243	20,571	1,329
55 5021001 HOLIDAY LEAVE-ADMIN	4,946	5,783	5,806	23
55 5021002 HOLIDAY LEAVE-BARGAINING	13,300	21,352	21,352	0
55 5021101 VACATION LEAVE-ADMIN	13,435	13,663	13,930	267
55 5021102 VACATION LEAVE-BARGAINING	22,758	19,243	24,000	4,757
55 5021201 OTHER PAID LEAVE-ADMIN	1,027	639	651	12
55 5021202 OTHER PAID LEAVE-BARGAINING	1,112	3,207	3,429	221
SALARIES & WAGES	529,470	514,948	545,282	30,334
BENEFITS				
55 5020101 FICA-ADMIN	10,434	10,216	10,408	193
55 5020102 FICA-BARGAINING	29,635	22,797	24,257	1,460
55 5020202 PENSION - BARGAINING	15,322	17,754	19,309	1,555
55 5020701 STATE UNEMPLOYMENT-ADMIN	191	191	387	196
55 5020702 STATE UNEMPLOYMENT-BARGAINING	1,002	648	1,935	1,287
55 5020703 FEDERAL UNEMPLOYMENT- ADMIN	112	187	112	(75)
55 5020704 FEDERAL UNEMPLOYMENT-BARGAINING	595	560	560	0
55 5021301 UNIFORM ALLOWANCE-BARGAINING	2,034	2,340	2,340	0
55 5021304 BOOT ALLOWANCE-ADMIN	0	270	270	0
55 5021305 BOOT ALLOWANCE-BARGAINING	1,065	1,350	1,350	0
55 5021425 INCENTIVE - BARGAINING	10,082	14,738	14,680	(58)
BENEFITS	70,473	71,052	75,609	4,557
OTHER EXPENSES				
51 5039901 COURIER AND DELIVERY SERVICES	4,781	5,878	4,923	(955)
51 5039905 SP RIGHT OF WAY MAINTENANCE	110	0	0	0
51 5039909 OTHER SERVICES	1,051	5,866	726	(5,140)
51 5049901 OFFICE SUPPLIES	601	747	401	(347)
51 5049917 PAINT SUPPLIES	195	0	0	0
51 5049920 MAINTENANCE MATERIALS	4,638	3,855	1,646	(2,210)
51 5049975 FREIGHT CHARGE-INVENTORY PARTS	82,096	89,233	81,183	(8,050)
51 5099901 POSTAGE	11	0	0	0
51 5099904 TOOLS AND EQUIPMENT	628	0	0	0
51 5099909 OTHER MISCELLANEOUS EXPENSES	0	120	120	0
TOTAL OTHER EXPENSES	94,111	105,701	88,998	(16,703)
TOTAL EXPENSES	694,054	691,701	709,889	18,188



DEPARTMENT=457 (PUBLIC FACILITIES)

	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>Variance FY2011</i>
	<i>Actual</i>	<i>Budget</i>	<i>Budget</i>	<i>VS FY2010</i>
SALARY & WAGES				
51 5010201 SALARIES & WAGES - ADMIN.	77,425	374,736	405,059	30,323
51 5010203 OVERTIME - ADMINISTRATIVE	10,077	88,650	0	(88,650)
55 5010201 SALARIES & WAGES - ADMIN.	317,051	0	0	0
55 5010203 OVERTIME - ADMINISTRATIVE	33,764	0	0	0
51 5020901 SICK LEAVE-ADMIN	81,051	23,158	25,032	1,874
51 5021001 HOLIDAY LEAVE-ADMIN	2,047	19,060	20,288	1,227
51 5021101 VACATION LEAVE-ADMIN	50,566	37,481	31,859	(5,622)
51 5021201 OTHER PAID LEAVE-ADMIN	0	2,105	2,276	170
55 5020901 SICK LEAVE-ADMIN	(54,412)	0	0	0
55 5021001 HOLIDAY LEAVE-ADMIN	19,331	0	0	0
55 5021101 VACATION LEAVE-ADMIN	(12,500)	0	0	0
55 5021201 OTHER PAID LEAVE-ADMIN	4,186	0	0	0
SALARIES & WAGES	528,586	545,190	484,512	(60,678)
BENEFITS				
51 5020101 FICA-ADMIN	14,360	33,669	36,369	2,700
51 5020701 STATE UNEMPLOYMENT-ADMIN	595	954	2,079	1,125
51 5020703 FEDERAL UNEMPLOYMENT- ADMIN	0	871	560	(311)
55 5020101 FICA-ADMIN	29,659	0	0	0
55 5020701 STATE UNEMPLOYMENT-ADMIN	1,091	0	0	0
55 5020703 FEDERAL UNEMPLOYMENT- ADMIN	672	0	0	0
51 5021302 UNIFORM ALLOWANCE-ADMIN.	0	3,575	3,600	25
51 5021304 BOOT ALLOWANCE-ADMIN	270	1,485	1,500	15
51 5021307 OTHER CLOTHING ALLOW-ADMIN	0	825	600	(225)
51 5021401 TOOL ALLOWANCE-BARGAINING	0	1,650	1,800	150
55 5021302 UNIFORM ALLOWANCE-ADMIN.	3,301	0	0	0
55 5021304 BOOT ALLOWANCE-ADMIN	905	0	0	0
55 5021401 TOOL ALLOWANCE-BARGAINING	1,200	0	0	0
BENEFITS	52,052	43,029	46,508	3,479
OTHER EXPENSES				
51 5030311 PERMITS AND FEES	0	445	480	35
51 5030401 TEMPORARY HELP	42,629	0	0	0
51 5030509 REPAIR & MAINTENANCE-OTHER	2,235	221,814	140,260	(81,554)
51 5030515 ELECTRICAL SERVICES	0	136,101	68,100	(68,001)
51 5030601 CUSTODIAL SERVICES	0	70,216	337,290	267,074
51 5039909 OTHER SERVICES	0	0	14,636	14,636
51 5049901 OFFICE SUPPLIES	97	120	192	72
51 5049906 CLEANING SUPPLIES	1,300	0	0	0
51 5049909 OTHER SUPPLIES	19,059	35,884	240	(35,644)
51 5049916 MATERIALS-VANDALISM REPAIR	0	0	1,440	1,440
51 5049917 PAINT SUPPLIES	2,071	0	0	0
51 5049920 MAINTENANCE MATERIALS	263	57,849	57,000	(849)
51 5050201 ELECTRIC	0	193,606	213,000	19,394
51 5050202 WATER AND SEWER	0	102,317	126,000	23,683
51 5050203 GAS	0	14,457	2,400	(12,057)
51 5050207 GARBAGE COLLECTION	0	2,693	2,700	7
51 5099904 TOOLS AND EQUIPMENT	0	2,900	1,800	(1,100)
51 5099907 SAFETY EQUIPMENT	0	0	1,006	1,006
51 5099909 OTHER MISCELLANEOUS EXPENSES	0	180	0	(180)
51 5099912 AMENITIES	0	0	3,000	3,000
51 5100300 CAPITALIZATION OF SALARY AND WAGES	(7,330)	0	0	0
TOTAL OTHER EXPENSES	60,323	838,582	969,544	130,962
TOTAL EXPENSES	640,962	1,426,801	1,500,564	73,764



DEPARTMENT=458 (BUILDING MAINTENANCE)

	FY2009 Actual	FY2010 Budget	FY2011 Budget	Variance FY2011 VS FY2010
SALARY & WAGES				
51 5010202 SALARIES & WAGES - BARGAINING	(190)	0	0	0
55 5010201 SALARIES & WAGES - ADMIN.	179,280	170,089	173,414	3,326
55 5010202 SALARIES & WAGES - BARGAINING	657,800	696,595	751,737	55,142
55 5010203 OVERTIME - ADMINISTRATIVE	8,657	9,014	0	(9,014)
55 5010204 OVERTIME - BARGAINING	59,336	61,907	66,554	4,647
55 5020901 SICK LEAVE-ADMIN	11,234	10,511	10,717	206
55 5020902 SICK LEAVE-BARGAINING	20,789	46,961	50,679	3,717
55 5021001 HOLIDAY LEAVE-ADMIN	9,358	8,651	8,685	34
55 5021002 HOLIDAY LEAVE-BARGAINING	26,017	42,732	42,732	0
55 5021101 VACATION LEAVE-ADMIN	17,634	16,892	17,222	330
55 5021102 VACATION LEAVE-BARGAINING	26,123	39,510	49,258	9,748
55 5021201 OTHER PAID LEAVE-ADMIN	1,661	956	974	19
55 5021202 OTHER PAID LEAVE-BARGAINING	4,778	7,827	8,446	620
SALARIES & WAGES	1,022,476	1,111,644	1,180,419	68,774
BENEFITS				
55 5020101 FICA-ADMIN	15,791	15,282	15,570	289
55 5020102 FICA-BARGAINING	59,987	55,014	59,144	4,129
55 5020202 PENSION - BARGAINING	17,477	27,107	28,964	1,857
55 5020701 STATE UNEMPLOYMENT-ADMIN	286	286	581	294
55 5020702 STATE UNEMPLOYMENT-BARGAINING	1,539	1,166	3,483	2,317
55 5020703 FEDERAL UNEMPLOYMENT- ADMIN	168	168	168	0
55 5020704 FEDERAL UNEMPLOYMENT-BARGAINING	952	1,008	1,008	0
55 5021301 UNIFORM ALLOWANCE-BARGAINING	4,499	6,196	6,196	0
55 5021302 UNIFORM ALLOWANCE-ADMIN.	1,126	1,196	897	(299)
55 5021304 BOOT ALLOWANCE-ADMIN	0	500	375	(125)
55 5021305 BOOT ALLOWANCE-BARGAINING	1,947	2,430	2,430	0
55 5021401 TOOL ALLOWANCE-BARGAINING	5,739	7,740	7,740	0
55 5021425 INCENTIVE - BARGAINING	20,040	27,875	27,868	(7)
BENEFITS	129,551	145,969	154,424	8,455
OTHER EXPENSES				
51 5030309 OTHER PROFESSIONAL FEES	59,950	0	0	0
51 5030311 PERMITS AND FEES	1,548	2,534	4,575	2,041
51 5030509 REPAIR & MAINTENANCE-OTHER	593,355	305,768	499,342	193,574
51 5030510 MAINTENANCE-OTHER PT	5,473	0	0	0
51 5030513 MAINTENANCE-MIS OTHER	1,729	0	0	0
51 5030515 ELECTRICAL SERVICES	96,375	34,025	58,850	24,825
51 5030601 CUSTODIAL SERVICES	410,810	334,500	372,447	37,948
51 5039901 COURIER AND DELIVERY SERVICES	160	0	0	0
51 5039909 OTHER SERVICES	15,627	8,933	4,500	(4,433)
51 5039918 LIQUID WASTE DISPOSAL	0	0	9,500	9,500
51 5039970 SOIL REMEDIATION	0	1,973	1,380	(593)
51 5049901 OFFICE SUPPLIES	310	525	300	(225)
51 5049904 TRAINING MATERIALS	348	0	0	0
51 5049907 EXPENDABLE TOOLS & EQUIPMENT	623	0	0	0
51 5049909 OTHER SUPPLIES	222	0	0	0
51 5049917 PAINT SUPPLIES	741	0	0	0
51 5049920 MAINTENANCE MATERIALS	539,760	520,640	475,824	(44,817)
51 5049979 UNPLANNED PROJECTS	2,352	0	0	0
51 5050201 ELECTRIC	855,414	559,466	651,384	91,918
51 5050202 WATER AND SEWER	436,720	297,416	271,922	(25,495)
51 5050203 GAS	145,487	210,430	228,539	18,109
51 5050204 TELEPHONE-LOCAL	1,047	931	1,176	245
51 5050207 GARBAGE COLLECTION	107,095	88,185	92,132	3,947
51 5050209 OTHER UTILITIES	12,975	13,935	13,415	(521)
51 5090206 TOLL ROAD CHARGES	20	0	0	0
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	425	0	0	0
51 5099904 TOOLS AND EQUIPMENT	3,124	5,998	3,960	(2,038)
51 5099907 SAFETY EQUIPMENT	8,757	8,933	3,900	(5,033)
51 5099909 OTHER MISCELLANEOUS EXPENSES	0	240	240	0
TOTAL OTHER EXPENSES	3,300,446	2,394,433	2,693,384	298,950
TOTAL EXPENSES	4,452,473	3,652,047	4,028,227	376,180



DEPARTMENT=530 (ENGINEERING CONSTRUCTION)

	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>Variance FY2011</i>
	<i>Actual</i>	<i>Budget</i>	<i>Budget</i>	<i>VS FY2010</i>
SALARY & WAGES				
51 5010201 SALARIES & WAGES - ADMIN.	222,508	448,481	477,910	29,430
51 5020901 SICK LEAVE-ADMIN	6,033	54,961	29,534	(25,427)
51 5021001 HOLIDAY LEAVE-ADMIN	10,208	22,811	23,421	610
51 5021101 VACATION LEAVE-ADMIN	19,496	36,215	38,548	2,333
51 5021201 OTHER PAID LEAVE-ADMIN	780	2,520	2,685	165
SALARIES & WAGES	259,025	564,987	572,098	7,111
BENEFITS				
51 5020101 FICA-ADMIN	15,981	38,206	40,618	2,412
51 5020201 401K	15,750	21,473	21,000	(473)
51 5020701 STATE UNEMPLOYMENT-ADMIN	198	270	1,323	1,053
BENEFITS	31,929	59,949	62,941	2,992
OTHER EXPENSES				
51 5030309 OTHER PROFESSIONAL FEES	310,217	330,000	94,720	(235,280)
51 5039901 COURIER AND DELIVERY SERVICES	0	0	200	200
51 5039909 OTHER SERVICES	785	0	0	0
51 5049901 OFFICE SUPPLIES	166	0	1,440	1,440
51 5049909 OTHER SUPPLIES	0	0	4,100	4,100
51 5050204 TELEPHONE-LOCAL	120	642	4,100	3,458
51 5090101 DUES AND SUBSCRIPTIONS	1,119	1,500	1,000	(500)
51 5090201 AIRFARE - TRANSPORTATION	0	2,000	2,000	0
51 5090205 TRAVEL - PER DIEM - MEALS	823	1,700	1,000	(700)
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	250	1,500	8,000	6,500
51 5090211 LODGING	0	2,000	7,500	5,500
51 5099901 POSTAGE	24	0	0	0
51 5100300 CAPITALIZATION OF SALARY AND WAGES	(226,034)	(186,555)	(271,697)	(85,143)
TOTAL OTHER EXPENSES	87,469	152,787	(147,637)	(300,425)
TOTAL EXPENSES	378,422	777,723	487,402	(290,322)



DEPARTMENT=540 (PROPERTY MANAGEMENT) ⁽⁴⁾

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARY & WAGES				
51 5010201 SALARIES & WAGES - ADMIN.	654,984.00	442,512.00	496,581.00	54,069.00
51 5010203 OVERTIME - ADMINISTRATIVE	402.00	0.00	0.00	0.00
51 5010301 SALARY & WAGES - TEMP	116,452.00	0.00	0.00	0.00
51 5020901 SICK LEAVE-ADMIN	46,771.00	27,346.00	30,688.00	3,341.00
51 5021001 HOLIDAY LEAVE-ADMIN	35,540.00	22,507.00	24,605.00	2,097.00
51 5021101 VACATION LEAVE-ADMIN	40,201.00	34,804.00	39,057.00	4,253.00
51 5021201 OTHER PAID LEAVE-ADMIN	1,546.00	2,486.00	2,790.00	304.00
SALARIES & WAGES	895,897.00	529,656.00	593,720.00	64,064.00
BENEFITS				
51 5020101 FICA-ADMIN	62,403.00	38,942.00	44,566.00	5,623.00
51 5020701 STATE UNEMPLOYMENT-ADMIN	1,188.00	315.00	1,506.00	1,191.00
BENEFITS	63,591.00	39,257.00	46,072.00	6,815.00
OTHER EXPENSES				
51 5030302 GENERAL LEGAL SERVICES	50,037.00	0.00	0.00	0.00
51 5030309 OTHER PROFESSIONAL FEES	92,701.00	104,770.00	130,500.00	25,730.00
51 5030311 PERMITS AND FEES	0.00	0.00	8,350.00	8,350.00
51 5030401 TEMPORARY HELP	15,077.00	26,604.00	45,260.00	18,656.00
51 5030509 REPAIR & MAINTENANCE-OTHER	0.00	0.00	174,000.00	174,000.00
51 5039901 COURIER AND DELIVERY SERVICES	85.00	0.00	240.00	240.00
51 5039909 OTHER SERVICES	5,970.00	20,298.00	31,500.00	11,202.00
51 5049901 OFFICE SUPPLIES	6,373.00	7,696.00	6,900.00	(796.00)
51 5049909 OTHER SUPPLIES	1,551.00	240.00	59,500.00	59,260.00
51 5049915 NON CAPITAL EQUIPMENT	0.00	0.00	11,000.00	11,000.00
51 5050204 TELEPHONE-LOCAL	1,443.00	582.00	1,800.00	1,218.00
51 5090101 DUES AND SUBSCRIPTIONS	2,941.00	2,776.00	410.00	(2,366.00)
51 5090201 AIRFARE - TRANSPORTATION	781.00	4,080.00	6,300.00	2,220.00
51 5090205 TRAVEL - PER DIEM - MEALS	118.00	200.00	144.00	(56.00)
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	1,237.00	2,325.00	2,689.00	364.00
51 5090211 LODGING	933.00	1,100.00	525.00	(575.00)
51 5099901 POSTAGE	1,315.00	0.00	0.00	0.00
51 5099902 BANK CHARGES	1,433.00	0.00	0.00	0.00
51 5099905 COMPUTER SOFTWARE	33,776.00	0.00	0.00	0.00
51 5099909 OTHER MISCELLANEOUS EXPENSES	4,994.00	0.00	0.00	0.00
51 5100300 CAPITALIZATION OF SALARY AND WAGES	(255,799.00)	0.00	(103,282.00)	(103,282.00)
51 5120201 LEASE-PASSENGER STATIONS	0.00	68,300.00	1,200.00	(67,100.00)
51 5120301 LEASE-PASSENGER PARKING FACILITIES	380,358.00	297,831.00	356,521.00	58,690.00
51 5120702 MACHINERY AND EQUIPMENT	380.00	0.00	0.00	0.00
51 5121201 LEASE-ADMINISTRATIVE FACILITY	401,525.00	326,183.00	259,277.00	(66,906.00)
TOTAL OTHER EXPENSES	747,229.00	862,985.00	992,834.00	129,849.00
TOTAL EXPENSES	1,706,717.00	1,431,899.00	1,632,626.00	200,728.00

(4) As of FY 2010, the Real Estate Department 561 and Property Management Department 562 were combined with Property management Department 540



DEPARTMENT=542 (FREIGHT RAIL MANAGEMENT)

	FY2009 Actual	FY2010 Budget	FY2011 Budget	Variance FY2011 VS FY2010
SALARY & WAGES				
51 5010201 SALARIES & WAGES - ADMIN.	214,014	97,602	83,228	(14,374)
51 5010206 SALARIES & WAGES - APD OFFICERS	85,491	0	0	0
51 5010301 SALARY & WAGES - TEMP	0	0	127,600	127,600
51 5020901 SICK LEAVE-ADMIN	15,736	0	5,143	5,143
51 5021001 HOLIDAY LEAVE-ADMIN	8,282	0	4,168	4,168
51 5021101 VACATION LEAVE-ADMIN	21,968	0	6,546	6,546
51 5021201 OTHER PAID LEAVE-ADMIN	526	0	468	468
SALARIES & WAGES	346,017	97,602	227,153	129,551
BENEFITS				
51 5020101 FICA-ADMIN	29,098	7,467	7,473	6
51 5020701 STATE UNEMPLOYMENT-ADMIN	495	135	189	54
BENEFITS	29,593	7,602	7,662	60
OTHER EXPENSES				
51 5030309 OTHER PROFESSIONAL FEES	152,582	0	0	0
51 5030311 PERMITS AND FEES	160	0	0	0
51 5030509 REPAIR & MAINTENANCE-OTHER	3,442	34,152	0	(34,152)
51 5030512 SOFTWARE MAINTENANCE CONTRACTS	0	675	0	(675)
51 5039905 SP RIGHT OF WAY MAINTENANCE	9,453,366	8,944,976	3,747,490	(5,197,486)
51 5039960 ROW HERZOG TRANSIT SERVICES	0	0	2,708,646	2,708,646
51 5040111 DIESEL	1,550,043	1,417,966	1,727,966	310,000
51 5040121 GASOLINE	171,586	162,737	22,714	(140,023)
51 5049901 OFFICE SUPPLIES	2,690	1,778	233	(1,544)
51 5049909 OTHER SUPPLIES	19,598	8,200	0	(8,200)
51 5049920 MAINTENANCE MATERIALS	20,540	325,000	475,000	150,000
51 5049929 RAIL - MAINTENANCE MATERIALS	98,199	0	0	0
51 5050201 ELECTRIC	0	66,000	111,911	45,911
51 5050204 TELEPHONE-LOCAL	2,535	1,272	2,826	1,554
51 5070501 DIESEL FUEL TAX	704	1,069	1,102	33
51 5070503 FUEL SURCHARGE	1,790	1,253	2,066	813
51 5090101 DUES AND SUBSCRIPTIONS	707	1,000	0	(1,000)
51 5090201 AIRFARE - TRANSPORTATION	212	600	750	150
51 5090205 TRAVEL - PER DIEM - MEALS	149	142	244	102
51 5090206 TOLL ROAD CHARGES	160	0	300	300
51 5090211 LODGING	0	250	477	227
51 5090215 TRAVEL - OTHER	0	500	600	100
51 5099901 POSTAGE	330	593	78	(515)
51 5099909 OTHER MISCELLANEOUS EXPENSES	680	0	1,400	1,400
51 5100300 CAPITALIZATION OF SALARY AND WAGES	(13,064)	0	0	0
TOTAL OTHER EXPENSES	11,466,408	10,968,162	8,803,804	(2,164,359)
TOTAL EXPENSES	11,842,018	11,073,366	9,038,619	(2,034,747)



DEPARTMENT=544 (COMMUTER RAIL)

	<i>FY2009 Actual</i>	<i>FY2010 Budget</i>	<i>FY2011 Budget</i>	<i>Variance FY2011 VS FY2010</i>
SALARY & WAGES				
51 5010201 SALARIES & WAGES - ADMIN.	330,864	263,897	416,423	152,527
51 5020901 SICK LEAVE-ADMIN	(1,423)	16,308	41,126	24,818
51 5021001 HOLIDAY LEAVE-ADMIN	12,826	13,423	20,828	7,406
51 5021101 VACATION LEAVE-ADMIN	15,184	20,756	32,752	11,996
51 5021201 OTHER PAID LEAVE-ADMIN	0	1,483	2,339	857
SALARIES & WAGES	357,451	315,866	513,470	197,604
BENEFITS				
51 5020101 FICA-ADMIN	24,891	21,822	34,383	12,562
51 5020701 STATE UNEMPLOYMENT-ADMIN	396	135	1,134	999
BENEFITS	25,287	21,957	35,517	13,561
OTHER EXPENSES				
51 5030303 CONSULTATION FEES	0	45,000	68,182	23,182
51 5030309 OTHER PROFESSIONAL FEES	10,753	0	67,500	67,500
51 5030401 TEMPORARY HELP	51,658	0	0	0
51 5030507 MAINTENANCE-RADIOS	42,299	51,228	67,195	15,967
51 5030509 REPAIR & MAINTENANCE-OTHER	22,930	0	0	0
51 5030601 CUSTODIAL SERVICES	63,720	104,040	0	(104,040)
51 5039901 COURIER AND DELIVERY SERVICES	12	0	600	600
51 5039905 SP RIGHT OF WAY MAINTENANCE	6,426,134	2,828,098	0	(2,828,098)
51 5039909 OTHER SERVICES	306	0	0	0
51 5039960 ROW HERZOG TRANSIT SERVICES	0	0	3,540,348	3,540,348
51 5040111 DIESEL	62,018	384,250	426,791	42,542
51 5040121 GASOLINE	0	14,267	23,116	8,850
51 5049901 OFFICE SUPPLIES	240	1,988	925	(1,063)
51 5049907 EXPENDABLE TOOLS & EQUIPMENT	21,820	0	0	0
51 5049909 OTHER SUPPLIES	107	0	0	0
51 5049915 NON CAPITAL EQUIPMENT	58	0	0	0
51 5049920 MAINTENANCE MATERIALS	22,666	0	0	0
51 5050204 TELEPHONE-LOCAL	22,371	33,660	48,840	15,180
51 5060301 VEHICLE LIABILITY PREMIUMS	153,556	0	0	0
51 5070501 DIESEL FUEL TAX	39	280	284	4
51 5070503 FUEL SURCHARGE	47	328	666	338
51 5080200 COMMUTER RAIL SERVICES	0	2,856,982	4,723,642	1,866,660
51 5090101 DUES AND SUBSCRIPTIONS	7,035	0	1,080	1,080
51 5090201 AIRFARE - TRANSPORTATION	2,115	725	3,400	2,675
51 5090205 TRAVEL - PER DIEM - MEALS	783	324	1,020	696
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	804	1,050	4,000	2,950
51 5090211 LODGING	1,793	907	1,980	1,073
51 5090215 TRAVEL - OTHER	0	300	774	474
51 5099901 POSTAGE	0	443	0	(443)
51 5099904 TOOLS AND EQUIPMENT	2,390	0	0	0
51 5099909 OTHER MISCELLANEOUS EXPENSES	3,759	0	260	260
51 5100300 CAPITALIZATION OF SALARY AND WAGES	(21,589)	(45,752)	0	45,752
51 5120301 LEASE-PASSENGER PARKING FACILITIES	21,413	0	0	0
TOTAL OTHER EXPENSES	6,919,235	6,278,116	8,980,602	2,702,487
TOTAL EXPENSES	7,301,973	6,615,939	9,529,590	2,913,651



DEPARTMENT=560 (TRANSIT ORIENTED DEVELOPMENT)

	<i>FY2009</i>	<i>FY2010</i>	<i>FY2011</i>	<i>Variance FY2011</i>
	<i>Actual</i>	<i>Budget</i>	<i>Budget</i>	<i>VS FY2010</i>
SALARY & WAGES				
51 5010201 SALARIES & WAGES - ADMIN.	164,732	126,697	129,174	2,477
51 5020901 SICK LEAVE-ADMIN	6,953	20,044	7,983	(12,061)
51 5021001 HOLIDAY LEAVE-ADMIN	7,575	6,444	6,470	25
51 5021101 VACATION LEAVE-ADMIN	8,025	9,965	10,160	195
51 5021201 OTHER PAID LEAVE-ADMIN	551	712	726	14
SALARIES & WAGES	187,836	163,861	154,512	(9,349)
BENEFITS				
51 5020101 FICA-ADMIN	14,201	11,383	11,598	215
51 5020701 STATE UNEMPLOYMENT-ADMIN	297	90	378	288
BENEFITS	14,498	11,473	11,976	503
OTHER EXPENSES				
51 5030303 CONSULTATION FEES	722	0	0	0
51 5030309 OTHER PROFESSIONAL FEES	759,454	180,000	210,000	30,000
51 5030311 PERMITS AND FEES	1,868	0	0	0
51 5030401 TEMPORARY HELP	0	0	12,000	12,000
51 5049901 OFFICE SUPPLIES	294	370	315	(55)
51 5049909 OTHER SUPPLIES	7	300	0	(300)
51 5090101 DUES AND SUBSCRIPTIONS	1,390	4,180	2,100	(2,080)
51 5090201 AIRFARE - TRANSPORTATION	(21)	850	2,000	1,150
51 5090205 TRAVEL - PER DIEM - MEALS	1,098	813	1,000	187
51 5090208 SEMINAR, CONFERENCES, REGISTRATION	1,236	1,950	2,350	400
51 5090211 LODGING	4,147	1,746	3,000	1,254
51 5090215 TRAVEL - OTHER	53	75	200	125
51 5099901 POSTAGE	2	0	0	0
TOTAL OTHER EXPENSES	770,248	190,284	232,965	42,681
TOTAL EXPENSES	972,582	365,618	399,453	33,835