
Review of WMATA's Labor Expenditures
Charged to Federal Grant Awards

Final Report



Contract Audit No. 14-002
May 5, 2014

Washington Metropolitan Area Transit Authority
Office of Inspector General

M E M O R A N D U M

FINAL AUDIT REPORT WITH RECOMMENDATIONS

Contract Audit No. 14-002



SUBJECT: Review of WMATA's Labor
Expenditures Charged to Federal
Grant Awards

DATE: May 5, 2014

FROM: OIG – Helen Lew /S/

TO: GM/CEO - Richard Sarles

This **Final Audit Report**, entitled *Review of WMATA's Labor Expenditures Charged to Federal Grant Awards*, presents the results of our audit. The objectives of the audit were to determine whether the Washington Metropolitan Area Transit Authority (WMATA) has effective processes in place to ensure labor expenditures charged to federal grant funds were proper and in compliance with applicable federal regulations and circulars.

The audit focused on randomly selected groups from the Department of Rail (Rail), the Department of Bus Services (Bus), and the Department of Information Technology (IT). The specific groups selected included: the Greenbelt Rail Yard Facility for Rail; the Carmen Turner Facility (CTF) Heavy Overhaul Maintenance (HOMT) Shop and Bladensburg Chassis Line for Bus; and the Applications Development and Operations Group for IT.

BACKGROUND

WMATA Capital Program: The WMATA Capital Program includes the *Capital Improvement Program (CIP)*, the *Reimbursable Projects Program*, the *American Recovery and Reinvestment Act Program (ARRA)*, and the *Safety and Security Program*. The CIP is a rolling six-year program derived from a prioritization of WMATA's 10-year \$13 billion Capital Needs Inventory and advances the rehabilitation, replacement, and enhancement of WMATA's physical assets. The highest priority of the program is to invest in projects that improve the safety and reliability of the system.

The CIP is funded by federal grants, state and local contributions, planned long and short-term borrowing, and other miscellaneous sources. Federal funding includes Federal Transit Administration (FTA) Formula Grants, discretionary grants, and other dedicated federal funds authorized by the Passenger Rail

Investment and Improvement Act (PRIIA) of 2008 (P.L. 110-432). PRIIA authorized \$1.5 billion over 10 years for WMATA's capital and preventive maintenance projects to be matched dollar-for-dollar by the WMATA Compact¹ jurisdictions. FTA formula grants are an award of federal financial assistance from the Urbanized Area Formula Program authorized under § 5307 of Title 49 of the U.S. Code, or the Fixed Guideway Modernization Program authorized under § 5309 (b)(2) of Title 49 of the U.S. Code. The costs associated with capital activities funded by federal grants are charged to WMATA's capital budget. Costs associated with the majority of WMATA's routine daily operating activities are charged to the operating budgets.

The fiscal year (FY) 2012 Capital Program included projects to rehabilitate aging infrastructure and modernize rolling stock. WMATA's capital budget for FY2012 was \$1.065 billion. The capital budget included projects to improve safety and reliability, including the rehabilitation of 100 buses.² The FY2013 Capital Program included projects to improve safety, reliability, and service for customers. WMATA's capital budget for FY2013 was \$905 million. The FY2013 capital budget also included the rehabilitation of 100 buses.³

The WMATA Deputy General Manager for Administration and Chief Financial Officer (DGMA/CFO) has overall responsibility for the operating and capital budgets and administration of the federal grants program. The Office of Management and Budget Services (OMBS) reports to the DGMA/CFO, and has responsibility for managing WMATA's federal grants program.

Federal Transit Administration (FTA): FTA is an agency within the United States Department of Transportation (DOT). The federal government, through the FTA, provides financial assistance to develop new transit systems and improve, maintain, and operate existing systems. The FTA oversees grants to state and local transit providers. Grantees are responsible for managing their capital programs in accordance with federal requirements. The FTA is responsible for ensuring that grantees follow federal mandates, and statutory and administrative requirements.

Prior Audits: On December 23, 2008, the Office of Inspector General (OIG) issued a Report entitled, *Review of Capital Projects: Internal Controls*. The objectives of the audit were to determine whether WMATA (1) accurately accounted for and properly used federal grant funds and assets, and (2) submitted required reports including amendments reflecting changes to the FTA. OIG found internal control weaknesses over grants management adversely affected WMATA's ability to provide assurances that federal funds were being used for their authorized purposes.

¹ The Washington Metropolitan Area Transit Authority ("WMATA"), created effective February 20, 1967, is an interstate compact agency and by the terms of its enabling legislation, an agency and instrumentality of the Signatories: the District of Columbia, State of Maryland, and Commonwealth of Virginia. WMATA was created by the Signatories to plan, develop, finance and caused to be operated a comprehensive mass transit system for the Washington Metropolitan Area.

² FY2012 Approved Budget, Chapter VI, Capital Program, Page VI-2.

³ FY2013 Approved Budget, Chapter VI, Capital Program, Page VI-1.

AUDIT RESULTS

The Office of Inspector General found activities reviewed at the Greenbelt Rail Yard Facility and the Bladensburg Chassis Line have good internal controls over reported labor hours, and expenditures were properly charged and in compliance with federal regulations and circulars. However, OIG found WMATA needs to strengthen controls over the recording and charging of labor expenditures at the CTF HOMT Components Rebuild Shop, the HOMT Paint & Graphics Shop, and the IT Applications Development and Operations Group, to ensure charges to federal grants are accurate and in accordance with federal requirements.

OIG found some improperly charged labor hours in a review of *Bus Rehabilitation* (CIP0005), and *Management Support Software* (CIP0049) projects. Both projects received funding through the FTA Urbanized Area Formula Program authorized under Title 49 § 5307 (DC-90-X087-00) and the FTA Fixed Guideway Modernization Program authorized under Title 49 § 5309 (b)(2) (DC-05-0014). These two capital projects support the annual rehabilitation of 100 WMATA buses; provide funds for the rebuilding of major bus and electrical components, and fund the Human Capital Management (HCM) software upgrade.

Specifically, OIG found deficiencies in the HOMT shops at CTF where some capital labor hours were identified as improperly charged to a federal grant and other labor hours comingled between two FTA awards. In addition, the IT Applications Development and Operations Group at the Jackson Graham Building (JGB) did not have adequate support documentation for all of the work hours charged to their capital project which resulted in some improper charges to the federal grant.

Unsupportable charges to capital projects and the comingling of FTA grant awards occurred because employee work hours were not properly recorded and allocated in accordance with federal requirements. Based on the above findings, OIG made two recommendations to improve internal controls over the labor expenditures charged to federal grant awards.

We provided a revised draft of this report to the GM/CEO for review and comment on March 24, 2014. In the GM/CEO's April 30, 2014, response to a draft of this report, Management concurred with the finding that WMATA needs to strengthen controls over the recording and charging of labor expenditures for capital projects and federal grants. Management also concurred with the recommendation to review the current methodology used by Bus and IT to allocate work hours charged to capital projects to ensure amounts charged for capital labor activity are properly supported, accurate, complete and in accordance with grant management requirements. The corrective actions already taken in conjunction with additional actions planned as provided to OIG by Management in their

response, should address our recommendation if properly implemented. The complete text of Management's response is included as Attachment 1 to this report.

Finding 1 – WMATA Needs to Strengthen Controls Over the Recording and Charging of Labor Expenditures

OIG identified some improperly charged labor hours at the HOMT shops at CTF, and the IT Applications Development and Operations Group at JGB. Some of these labor hours were improperly charged to capital expense, and some labor hours were improperly comingled between two FTA awards. This was because employee work hours were not always properly recorded and allocated in accordance with federal requirements. WMATA needs to improve its processes to ensure labor expenditures are properly recorded and charged in order to be in compliance with federal regulations.

Criteria related to this finding are found in the Code of Federal Regulations, Administrative Requirements for Grants, Subpart C-Allowable Costs, and the FTA Circular C 5010.1D, Grant Management Requirements, issued by the U.S. Department of Transportation. The specific references applicable to the finding follow:

The Code of Federal Regulation, Subtitle A – Office of the Secretary of Transportation, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments, Subpart C Post Award Requirements, § 18.22 Allowable Costs, (a) Limitation on use of funds, states in part – “Grant funds may be used only for (1) The allowable costs of the grantees, subgrantees and cost-type contractors...” §18.43, Enforcement states in part – “If a grantee or subgrantee materially fails to comply with any term of an award, ...the awarding agency may take one or more of the following actions, as appropriate in the circumstances: (1) Temporarily withhold cash payments pending the correction of the deficiency by the grantee or subgrantee or more severe enforcement action by the awarding agency, (2) Disallow...all or part of the cost of the activity or action not in compliance, (3) Wholly or partly suspend or terminate the current award for the grantee's or subgrantee's program, (4) Withhold further awards for the program, or (5) Take other remedies that may be legally available...”.

The FTA Grant Management Requirements Circular, FTA C 5010.1D, states in part: All labor charges must be supported with time and attendance (T&A) records. All direct costs, even for project administration activities, must be adequately supported with proper documentation. In addition, the FTA Circular requires grant recipients to ensure compliance with FTA and Federal requirements by maintaining effective control and accountability for all grants. Grantees must ensure that resources are properly used and safeguarded, and that they are used solely for authorized purposes. Failure to exercise proper

discretion may result in expenditures for which use of grant funds cannot be authorized.

Relative to the criteria cited in the circular, in 2011 the FTA provided WMATA management specific guidance related to independently tracking expenses for the Bus Mid-Life Overhaul (11.14.01); and Rebuild Major Bus Systems (11.14.40) awards; advising management in a July 19, 2011 email, "They (WMATA) really needs to separate the actual Bus Mid-life Overhaul from the repair/Rehab of the Engines, Transmission and such. They should not be in the same ALI (Activity Line Item), even if they are in the same WMATA CIP#."

The HOMT Shops at CTF Need to Strengthen Controls over the Recording and Charging of Labor Expenditures

During FY2012 and FY2013, the number of buses scheduled for rehabilitation under Project 800140 - 11.14.01, Bus Mid-Life Overhaul was 100 annually. The rehabilitation of these buses was funded through the FTA Urbanized Area Formula Grant, DC-90-X087, and implemented through the WMATA Bus Rehabilitation Project, CIP0005. The rebuilding and repair of bus parts was conducted under Project 800141 - 11.14.40, Rebuild Major Bus Systems. This included transmissions, engines, electronic components, and other small parts also funded through the FTA Urbanized Area Formula Grant, and also implemented under the WMATA Bus Rehabilitation Project, CIP0005. Multiple shops supported CIP0005, including: (1) HOMT Chassis Line, Bladensburg; (2) HOMT Components Rebuild, CTF; and (3) HOMT Paint & Graphics, CTF.

OIG found some labor hours for these projects were improperly charged to capital expense, and some labor hours were improperly comingled between the two FTA awards. Improper charges to capital expenses included some maintenance work conducted by fare box repair technicians, and some graphics products created by shop employees in support of operational activities. The comingling of federal funds involved two awards under CIP0005, the Bus Mid-Life Overhaul award (11.14.01), and Rebuild Major Bus Systems award (11.14.40). For FY2013 these sub-projects were funded as follows: \$20,677,741 for Bus Mid-Life Overhaul and \$10,184,559 for Rebuild Major Bus Systems.

HOMT Components Rebuild Shop mechanics rebuild engines, transmissions, and other parts for the 100 buses rehabilitated annually, as well as, provided support for other bus repairs. The actual labor hours expended to do this work, however, were not recorded and allocated in support of the capital drawdowns as required by FTA regulation. OIG determined management did not have the documentation required to support the capital expenses submitted for each award. OIG was unable to project the amount of comingled award funds at HOMT due to the lack of documentation.

OIG interviewed one of the HOMET technicians, and the Supervisor, Revenue Equipment Repair, about the daily repair of the fare boxes on the bus lots. OIG determined 18 employees in the group routinely spent the majority of their work day conducting minor repairs on disabled fare boxes on buses that were in the daily operating stream. All of the labor costs to repair these fare boxes, however, were charged as capital expenses. According to the FTA, all labor costs for minor repairs should have been charged to WMATA's operating budget and not the grant award. OIG was not able to estimate the costs charged for minor fare box repairs due to the absence of documentation.

OIG found that graphics employees expended some of their time on non-capital products, such as certificates of award, safety banners, CTF facility signage, retirement plaques, and others. A review of the payroll records showed the labor hours associated with these products, however, were being charged to the federal grant rather than WMATA's operating budget as required.

OIG estimated possible overcharges by graphics shop employees for FY2013. The basis of the estimate came from the employees, who advised the OIG it took approximately 12 hours to make the decals needed for each of the 100 rehabilitated buses. At the estimated 12 hours per bus, this totaled 1,200 hours per year that Graphics should have charged to the federal grant under project CIP0005. OIG's review of the Paint & Graphics Shop payroll records for FY2013, however, showed 5,725 hours were charged to CIP0005, a difference of 4,525 hours. Some of those hours were improperly charged to the federal grant.

The Bus Maintenance Managing Director advised OIG that WMATA did not have an automated process in place to track actual labor expenditures under the awards. He believed the problem with tracking actual work hours to support the award drawdowns has to do with a communications disconnect between the Maximo and PeopleSoft computer applications. Maximo, he said relates to project work and PeopleSoft relates to timekeeping; and one does not communicate with the other.

WMATA management concurred with OIG that the current method of labor allocation could be improved. The Director of Shop Support Services stated he would research the issue and develop a procedure to address the conditions disclosed during the review.

The IT Applications Development and Operations Group Needs to Strengthen Controls over the Recording and Charging of Labor Expenditures

OIG found the IT Applications Development and Operations Group did not sufficiently document the work hours they submitted to ACCT in support of capital project (CIP0049). This was because the labor allocation used to charge capital

expenditures was based on unverifiable documentation. As a result, some of the grant labor charges submitted for reimbursement may not be accurate and complete.

According to the Applications Development and Operations Group Manager and the Group Supervisor, labor charges for the capital project have been based upon estimates and not actual work hours. The Manager estimated the Group's capital work hour allocation was based upon the amount of time she believed the supervisor and his employees were working on the capital project. The Manager allocated 100 percent of the supervisor's time to the capital project, and 100 percent of the supervisor's direct reports time to the operating budget. The manager believed this allocation between the capital and operating budgets properly reflected the actual time expended on the project. The supervisor, however, told OIG he did not agree with the manager's allocation of hours. He believed that during FY2013, he expended only 10 percent of his hours on the capital project, and his employees only expended 25 percent of their time on the project. Neither the Group Manager nor supervisor was able to provide OIG supporting documentation to support their labor charge estimates. An OIG estimation of the improper charges to the grant was not possible due to the absence of support documentation to provide a basis for a projection.

The AGM for IT was not aware of the current allocation model used by the Manager of the Applications Development and Operations Group. He advised the OIG that a review of the group's methodology would be conducted and changes made as warranted.

Recommendations:

We recommend the General Manager/Chief Executive Officer (GM/CEO):

1.1 Direct the Assistant General Manager, Bus Services to review the current methodology used by HOMT to allocate work hours charged to capital projects to ensure work hours charged for capital labor activity are properly supported, accurate, complete, and in accordance with grant management requirements.

1.2 Direct the DGMA/CFO to review the current methodology used by IT to allocate work hours charged to capital projects to ensure amounts charged for capital labor activity are properly supported, accurate, complete, and in accordance with grant management requirements.

OBJECTIVES, SCOPE, AND METHODOLOGY

The audit objectives were to determine whether WMATA has effective processes in place to ensure labor expenditures charged to federal grant funds were proper and in compliance with applicable federal regulations and circulars. The audit period was FY2012 and FY2013.

OIG identified the number of active capital employees at WMATA using parameters provided by HR. As a result, OIG identified a total of 1,214 employees assigned to 100 percent capital positions. Individual facilities and groups were randomly selected from this list for review from the Bus, Rail, and IT Departments. Specific groups selected for audit attention included: the Greenbelt Rail Yard Facility for Rail; CTF Components Rebuild Shop, and Bladensburg Chassis Line for Bus; and the Applications Development and Operations Group for IT.

Interviews were conducted at each facility and their associated support groups at WMATA Headquarters. Data Collection Instruments were developed to conduct structured interviews of the employees and supervisors relative to their duties, responsibilities, and activities. They were also asked about their knowledge of the federal grants used to fund their projects. OIG interviewed a total of 54 employees from the following areas: Department of Bus Services (17), Office of Rail Transportation (13), Department of Finance and Administration (6), Department of Information Technology (6), Department of Transit Infrastructure and Engineering Services (10), and Department of Human Resources (2). Interviews included a representative selection of managers (18), supervisors (14), and employees (22) within these areas. Specific managers participating in the audit included: Director Operations Management Services, Operating Budget Director, Managing Director OMBS, Director Bus Support Shop Services, Superintendent Heavy Overhaul Shop, Superintendent Paint and Graphics Shop, General Superintendent Rail Car Maintenance, Manager Financial Analysis Branch, and Grants Manager, among others. Particulars of the audit were also discussed with the Assistant General Manager (AGM) Bus, AGM/Chief Information Officer (CIO), Deputy Chief Financial Officer, and the Chief of Staff.

In addition to interviews, internal controls and payroll processes were reviewed. Observations of employees work activity was made at each work site and compared to grant requirements. Payroll records were collected and general ledger adjustments relative to capital charges were analyzed. OIG reviewed grant documents supporting the work activities observed, and background information was gathered including, prior audits, policies and procedures, organizational charts, and job descriptions, among others.

OIG did not test to ensure the accuracy of the payroll, or the reporting of leave time, at the sites visited. OIG only tested the accuracy of the selected activity to ensure charges to applicable federal grants were proper. As such, OIG consideration of WMATA internal controls and risks within the context of this audit was not designed to identify all deficiencies in internal control that might be material; and, therefore, there can be no assurance that all control weaknesses have been identified.

We conducted this performance audit in accordance with generally accepted government auditing standards. Those standards require that we plan and perform the audit to obtain sufficient and appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives. OIG held an Exit Conference on December 4, 2013, to discuss the preliminary results with WMATA management. On March 7, 2014, OIG held a subsequent meeting to discuss audit findings and recommendations and to clarify issues.

ADMINISTRATIVE MATTERS

Corrective actions proposed (resolution phase) and implemented (closure phase) by the affected Departments/Offices will be monitored and tracked through the OIG's Audit Accountability and Resolution Tracking System. Department policy requires that you develop a final corrective action plan (CAP) for our review in the automated system within 30 days of the issuance of this report. The CAP should set forth specific action items and target completion dates necessary to implement final corrective actions on the findings and recommendations contained in this report.

We appreciate the cooperation and assistance extended by management during the audit. Should you or your staff have any questions, please contact Andrew Clemmons, Assistant Inspector General for Audit on (202) 962-1014, or me on (202) 962-2515.

Attachment

cc: CPO	– S. Pant
DGMA/CFO	– J. Fishburn
DGMO	– R. Troup
BUS	– J. Requa
IT	– K. Borek
CHOS	– B. Richardson
COUN	– K. Pett

ATTACHMENT 1

M E M O R A N D U M



SUBJECT: Response to OIG Contract Audit No. 14-002 DATE: April 30, 2014
"Review of WMATA's Labor Expenditures
Charged to Federal Grant Awards"

FROM: GM/CEO - Richard Sarles

TO: OIG – Helen Lew

The subject draft report, Contract Audit #14-002: "Review of WMATA's Labor Expenditures Charged to Federal Grant Awards" was issued on March 24, 2014. Staff has reviewed this draft report and the following management response is provided for your consideration in finalizing this report.

Finding 1 – WMATA Needs to Strengthen Controls Over the Recording and Charging of Labor Expenditures

The audit report identifies opportunities to improve internal controls over the charging and recording of certain expenditures to capital projects and to federal grants in the Bus Rehabilitation Program and IT Applications Development and Operations program.

Management concurs with the finding that WMATA needs to strengthen controls over the recording and charging of labor expenditures to capital projects and federal grants. Management also concurs with the recommendations to review the current methodology used by BUS and IT to allocate work hours charged to capital projects to ensure amounts charged for capital labor activity are properly supported, accurate, complete and in accordance with grant management requirements.

Bus Rehabilitation Program

The draft report identifies two related concerns with respect to WMATA's Bus Rehabilitation Capital Improvement Program (CIP) project (CIP0005): (1) there is a need to strengthen controls to ensure that operating budget activities are not incorrectly charged to the capital project and (2) there is a need to strengthen controls to ensure that costs incurred under the bus rehabilitation project are associated to the correct Activity Line Item (ALI) on the grants that fund the project.

Management concurs that the methodology used for allocating labor charges to the Bus Rehabilitation capital project can be improved. Management will develop

and document procedures to ensure that operating budget activities, such as routine repairs of malfunctioning fareboxes and production of graphics to support operational programs, are appropriately allocated and charged to the operating budget. Management will also develop and document procedures to ensure that the costs charged to the Bus Rehabilitation capital project are consistent with the scope of the project and the requirements of the associated federal grants.

In 2011, Federal Transit Administration (FTA) staff advised that WMATA should split the two major activities included in WMATA's Bus Rehabilitation CIP project (CIP0005) into two distinct ALIs on federal grants – "Bus Mid-Life Overhaul" and "Rebuild Major Bus Systems". Both activities are allowable federal expenses and are included in the same grant budget scope (general project activity). The split between the two ALIs within the same grant scope allows FTA to track different types of allowable bus rehabilitation expenses by specific FTA project category.

In developing the annual capital budget for CIP0005 Bus Rehabilitation and the annual FTA grant applications, management estimates the budget that will be required to accomplish each of the two major activities (Mid-Life Overhaul and Rebuilds). Expenses charged to the Bus Rehabilitation project then are allocated to the two ALIs as they are incurred during the year. Management concurs that the methodology and documentation of the ALI allocation process should be improved to ensure that the allowable costs are recorded to the correct ALIs on grants.

IT Applications Development and Operations

IT understands the importance of properly allocating time expended on operating budget and capital project activities. IT senior management has discussed with their management staff the requirement to carefully instruct employees to accurately record their time in the PeopleSoft timekeeping system. The managers are responsible for reviewing and approving their employees' time on a bi-weekly basis and confirming the proper allocation to operating and capital. An email instructing managers how their employees record time in PeopleSoft has been distributed.

Additionally, a report is distributed to all CIP managers on a monthly basis showing who charged time to the capital project, and how many hours by day were charged. This report allows every manager responsible for a capital project to review and, if necessary, correct the time charged to a capital project.

Summary

Management concurs with the recommendations included in the draft audit report and has begun updating procedures to strengthen controls. Management will prepare a detailed response regarding the updated procedures after the issuance of the final report.

cc: CPO – S. Pant
CFO – B. Fishburn
DGMO – R. Troup
BUS – J. Requa
IT - K. Borek
CHOS – B. Richardson
COUN – K. Pett

From: Glenn, Brian (FTA)
Sent: Tuesday, July 19, 2011 5:26 PM
To: Barlow, Melissa (FTA)
Subject: RE: DC-90-X086

They really need to separate the actual Bus Mid-life Overhaul from the Repair/Rehab of the Engines, Transmission and such. They should not be in the same ALI, even if they are in the same WMATA CIP #

Suggested ALI's below

11.14.01 Bus Mid-Life Overhaul

CIP005: Bus Rehabilitation Program. WMATA intends to utilize these funds for complete rehabilitation of buses and major bus systems. Buses are renovated with a combination of rebuilt or purchased parts depending on the estimated cost and condition of the item being replaced. Approximately 100 buses are rehabilitated through this project each year when the bus reaches a service life of approximately 7.5 years. This project may include force account and project management costs. Additional funding for this project will be provided with future 5307 and non-federal funds. TIP ID: 5854.

11.14.40 Rebuild Major Bus Systems

CIP005: Bus Rehabilitation Program. The annual rebuilding of bus systems includes approximately 300 engines, 400 transmissions, electronics, and some small components. The cost of goods in this project exceed \$5,000 and having estimated useful life that exceeds one year. Capital replacement components are needed once an item cannot be refurbished and re-used, to address fleet composition changes and to meet federal regulations dictated by the Environmental Protection Agency (EPA). This project recurs annually to meet ongoing needs. This project may include force account and project management costs. Additional funding for this project will be provided with future 5307 and non-federal funds. TIP ID: 5854.

Brian A. Glenn, PE
(202) 219-3562 office
(202) 219-3545 fax
(202) 306-0674 cell

From: Barlow, Melissa (FTA)
Sent: Monday, July 18, 2011 4:26 PM
To: Glenn, Brian (FTA)
Subject: FW: DC-90-X086

fyi

Melissa P. Barlow
Community Planner
Federal Transit Administration | DC Metro
1990 K Street, NW | Suite 510
Washington, DC 20006
202 219-3565 (o) 202 219 3545 /f
melissa.barlow@dot.gov<mailto:melissa.barlow@dot.gov>

Washington Metropolitan Area Transit Authority
FY2012 Budget - Capital Improvement ProgramProject: Bus Rehabilitation Program
ID: CP 005

Management Information

Sponsor Department: BUS
Managing Department: WMATA
Project Manager: David NicholsLifecycle
Years: 12Related Project(s)
None

Project Description

This project will provide for programs that provide electrical and mechanical components necessary to rehabilitate buses. The programs include Bus Rehabilitation, Transmission Overhaul, Engine Rebuild, Electronic Rebuild, and Small Components Rebuild. 100 buses in FY2012 will be rehabilitated.

Budget & Funding

	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019
Total	\$ 24,448.8	\$ 30,681.4	\$ 30,661.9	\$ 31,671.6	\$ 32,351.5	\$ 33,005.5	\$ 34,700.0	\$ 182,330.6	\$ 192,571.8
Dollars in thousands									
Federal									
S307 Formula Grant	17,600.1	24,065.1	24,689.5	25,337.2	25,801.2	26,404.4	27,760.0	143,900.6	154,057.4
S309 Formula Grant									
PRR	1,222.4							1,222.4	
CHAQ Grant									
Other Federal Grant									
Federal Total	18,822.5	24,065.1	24,689.5	25,337.2	25,801.2	26,404.4	27,760.0	145,123.0	154,057.4
State & Local									
S307 Formula Grant Match	4,400.8	6,016.3	6,172.4	6,343.3	6,490.3	6,601.1	6,940.0	35,975.1	38,514.4
S309 Formula Grant Match									
PRR Match	1,222.4							1,222.4	
CHAQ Grant Match									
Other Federal Grant Match									
System Performance Funds									
Other (Misc. & Debt)									
State & Local Total	5,623.2	6,016.3	6,172.4	6,343.3	6,490.3	6,601.1	6,940.0	37,197.6	38,514.4
Grand Total	\$24,448.8	\$30,681.4	\$30,861.9	\$31,671.6	\$32,351.5	\$33,005.5	\$34,700.0	\$182,330.6	\$192,571.8
Dollars in thousands									

Operation Impact

The capital budget will subsidize these activities reducing the impact to the operating budget.

FY2012 Deliverables/Planned Activities

- Rehabilitation of 100 buses
- Rebuild 50 engines
- Rebuild 100 transmissions
- Rebuild of small components

Planned Activities (5 Year Program)

- Rebuild approximately 600 buses
- Rebuild approximately 300 engines
- Rebuild approximately 400 transmissions
- Rebuild electronic components
- Rebuild small components

Washington Metropolitan Area Transit Authority

Washington Metropolitan Area Transit Authority
FY2012 Budget - Capital Improvement Program

Project: Bus Rehabilitation Program
ID: CIP 005

Management Information
Sponsor Department: BUS
Managing Department: WMAT
Project Manager: David Nichols

Useful Life
Years: 12

Related Project(s)
None

Project Description

This project will provide for programs that provide electrical and mechanical components necessary to rehabilitate buses. The programs include Bus Rehabilitation, Transmission Overhaul, Engine Rebuild, Electronic Rebuild, and Small Components Rebuild. 100 buses in FY2012 will be rehabilitated.

Budget & Funding

	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020
Total	\$ 24,448.8	\$ 30,081.4	\$ 30,861.9	\$ 31,671.6	\$ 32,251.5	\$ 33,005.5	\$ 34,700.0	\$ 182,320.6	\$ 192,571.8	
<i>(Values in thousands)</i>										
Federal										
5307 Formula Grant	17,603.1	24,055.1	24,689.5	25,337.2	25,801.2	26,404.4	27,760.0	143,900.6	154,057.4	
5309 Formula Grant										
PRR	1,222.4							1,222.4		
CHAQ Grant										
Other Federal Grant										
Federal Total	18,825.6	24,055.1	24,689.5	25,337.2	25,801.2	26,404.4	27,760.0	145,123.0	154,057.4	
5307 Formula Grant Match	4,400.8	6,016.3	6,172.4	6,334.3	6,450.3	6,601.1	6,940.0	35,975.1	38,514.4	
5309 Formula Grant Match										
PRR Match	1,222.4							1,222.4		
CHAQ Grant Match										
Other Federal Grant Match										
System Performance Funds										
Other (Misc. & Debt)										
State & Local Total	5,623.2	6,016.3	6,172.4	6,334.3	6,450.3	6,601.1	6,940.0	37,197.6	38,514.4	
Grand Total	\$ 24,448.8	\$ 30,081.4	\$ 30,861.9	\$ 31,671.6	\$ 32,251.5	\$ 33,005.5	\$ 34,700.0	\$ 182,320.6	\$ 192,571.8	
<i>(Values in thousands)</i>										

Overall Impact

The capital budget will subsidize these activities reducing the impact to the operating budget.

FY2012 Deliverables/Planned Activities

- Rehabilitation of 100 buses
- Rebuild 50 engines
- Rebuild 100 transmissions
- Rebuild of small components

Planned Activities (6 Year Program)

- Rebuild approximately 600 buses
- Rebuild approximately 300 engines
- Rebuild approximately 400 transmissions
- Rebuild electronic components
- Rebuild small components