

METRO BUSINESS PLAN & BUDGET **FY2018**

GOING THE NEXT MILE



METRO 

METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY, TEXAS

A RESOLUTION

MODIFYING CERTAIN FINANCIAL PARAMETERS FOR METRO'S FISCAL YEAR 2018 BUSINESS PLAN AND BUDGET TO ALLOW THE \$10 MILLION REQUIRED RESERVE TO BE USED FOR POTENTIAL HURRICANE HARVEY RELATED EXPENSES; APPROVING AND ADOPTING METRO'S FISCAL YEAR 2018 BUSINESS PLAN AND BUDGET; AND MAKING FINDINGS AND PROVISIONS RELATED TO THE FOREGOING SUBJECTS

WHEREAS, it is necessary to modify Resolution 2017-46 to allow the previously approved \$10 million required reserve parameter in the Metropolitan Transit Authority of Harris County, Texas ("METRO") Fiscal Year 2018 Business Plan and Budget to be used for potential Hurricane Harvey related expenses; and

WHEREAS, Section 451.102(a) of the Texas Transportation Code requires that the METRO Board of Directors (the "Board of Directors") adopt an annual budget of all major expenditures by type and amount prior to the expenditure of any funds in the fiscal year to which the budget applies; and

WHEREAS, Section 451.102(b) of the Texas Transportation Code requires that METRO hold a public hearing prior to adoption of a budget and make such budget available for public review at least 14 days before the hearing date; and

WHEREAS, in compliance with the statutory requirements cited above, METRO has made its proposed Fiscal Year 2018 Business Plan and Budget available to the public within the requisite timeframe and has held a public hearing regarding such budget; and

WHEREAS, the Board of Directors has reviewed such proposed budget for Fiscal Year 2018 and has considered the public comments thereon.

NOW, THEREFORE, BE IT RESOLVED THAT:

Section 1. The Board of Directors hereby modifies certain financial parameters for METRO's Fiscal Year 2018 Business Plan and Budget to allow the \$10 million required reserve to be used for potential Hurricane Harvey related expenses.

Section 2. The Board of Directors hereby finds and declares that METRO's Fiscal Year 2018 Business Plan and Budget includes the appropriate strategic priorities, operating principles and

organizational structure necessary to implement the Board of Directors' policies for METRO and that the prerequisites required by law for the consideration and adoption of the Fiscal Year 2018 Business Plan and Budget have been satisfied.

Section 3. The Board of Directors hereby approves and adopts the Fiscal Year 2018 Business Plan and Budget submitted by the President & CEO.

Section 4. The Board of Directors hereby approves and adopts an Operating Budget for Fiscal Year 2018 totaling \$620,063,000.

Section 5. The Board of Directors hereby approves and adopts a Capital Budget for Fiscal Year 2018 totaling \$217,718,000.

Section 6. The Board of Directors hereby approves and adopts a General Mobility Transfer Budget for Fiscal Year 2018 totaling \$176,816,000.

Section 7. The Board of Directors hereby approves and adopts a Debt Service Budget for Fiscal Year 2018 totaling \$96,973,000.

Section 8. The Board of Directors will receive reports at least quarterly on budgetary expenditures and fund availability as may occur subsequent to the beginning of Fiscal Year 2018.

Section 9. This Resolution is effective immediately upon passage.

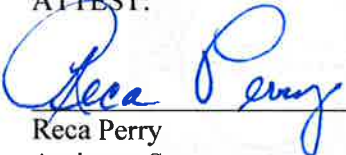
I hereby certify that the above resolution is accurate in describing the action herein of the Board of Directors on the date below.




Cydonii Fairfax
General Counsel

PASSED this 28th day of September, 2017
APPROVED this 28th day of September, 2017

ATTEST:



Recca Perry
Assistant Secretary



Carrin F. Patman
Chair



2015 APTA AWARD WINNER



Board of Directors

Carrin F. Patman
Chair

Jim Robinson
First Vice-Chair

Cindy Siegel
Second Vice-Chair

Troi Taylor
Secretary

Lisa Castañeda

Don Elder, Jr.

Lex Frieden

Sanjay Ramabhadran
(Ram)

Christof Spieler

President & Chief Executive Officer

Thomas C. Lambert

September 11, 2017

Ms. Carrin F. Patman
Chair of the Board
Metropolitan Transit Authority

Dear Ms. Patman:

Please find attached the proposed FY2018 Business Plan & Budget for METRO, which includes the Operating, Capital, and Debt Service Budgets, as well as the projected transfer to the General Mobility Program.

Section 451.102 of the Texas Transportation Code requires the Board of Directors of the Metropolitan Transit Authority of Harris County to adopt an annual budget which specifies major expenditures by type and amount prior to commencement of a fiscal year. In accordance with the code, we have prepared the proposed FY2018 Business Plan & Budget for the Board's consideration at its September meeting.

The annual budgets represent the maximum annual expenditure authorized by the Board to fund METRO's FY2018 Business Plan. In accordance with Board-approved procedures, it is recommended that the Board adopt the following budgets for the Metropolitan Transit Authority of Harris County for Fiscal Year 2018 (October 1, 2017 – September 30, 2018).

Operating Budget	\$ 620,063,000
Capital Budget	\$ 217,718,000
Debt Service Budget	\$ 96,973,000
Transfer to the General Mobility Program	\$ 176,816,000

A Public Hearing on the proposed FY2018 Business Plan & Budget is scheduled to be held at noon on Monday, September 25, 2017, in the Second Floor Board Room of the METRO Administration Building. The proposed FY2018 Business Plan & Budget is scheduled for approval by the Board at the regular September meeting scheduled for Thursday, September 28, 2017 at 10:00am.

Sincerely,

President & Chief Executive Officer

Metropolitan Transit Authority of Harris County, Texas

1900 Main • P.O. Box 61429 • Houston, Texas 77208-1429

713-635-4000 • RideMETRO.org

Summary of Contents

EXECUTIVE SUMMARY

METRO's President & CEO outlines the Authority's fiscal priorities and financial highlights.

PREFACE

A summary of METRO's Board of Directors, Executive Leadership Team, the Authority's history and a description of the region with economic highlights

OVERVIEW

METRO's service and ridership, workforce by department, budget summary, and year-to-year budget comparisons

FINANCIALS

Explains the Authority's basis of budgeting, its Operating and Capital budgets, plus its plans for the General Mobility Program and Debt Service

ORGANIZATION CHART

Shows METRO's departmental structure

DEPARTMENT SUMMARIES

Descriptions of departments, including their organizational charts and budgets

KEY PERFORMANCE INDICATORS

The Authority's goals and benchmarks for its operational, cost effectiveness, and performance metrics, as well as safety and reliability metrics.

APPENDIX

Includes relevant organizational policies and procedures, comparative statistics, supplemental demographic and economic data, a list of approved positions, a glossary of terms, and a list of acronyms



Table of Contents

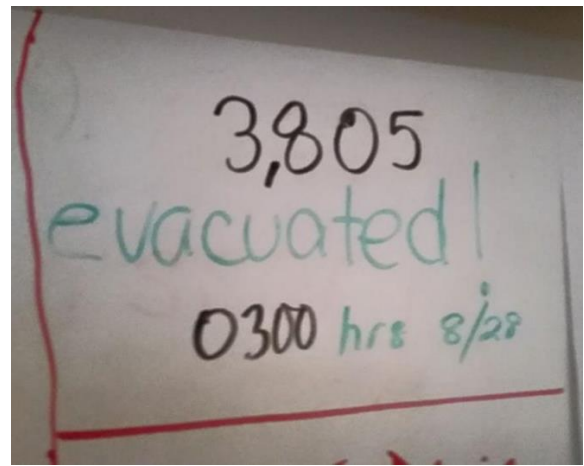
<u>Executive Summary</u>	1
<u>Preface</u>	9
METRO Board of Directors	9
METRO’s Executive Leadership Team	20
Overview of the Region and Service Area	21
Recent Economic Highlights	22
<u>Overview</u>	23
Service Summary	23
Projected Ridership	28
Workforce by Department	30
Authority Budget Summary	32
Year-to-Year Budget Comparisons	33
<u>Financials</u>	34
Development Guidelines	34
Basis of Budgeting	35
FY2018 Budget Planning Cycle Timeline	38
Five Year Sources and Uses Summary	45
Revenues	48
Operating Budget	53
Capital Budget	57
METRORail Completion Program	59
Capital Improvement Program	62
Safety Projects	64

Universal Accessibility Projects.....	72
State of Good Repair Projects.....	77
Enhancements to Existing Assets Projects.....	90
Service Expansion/New Projects.....	95
Debt Service Budget.....	101
General Mobility Program.....	107
<u>Organization Chart</u>	110
<u>Operating Budget Department Summaries</u>	111
<u>Key Performance Indicators</u>	132
<u>Appendix</u>	135
Budget Change Policy.....	136
Debt Policy	138
Investment Policy	141
Fuel Policy	148
Capitalization Guidelines.....	151
Comparative Statistics	155
Demographic Statistics	157
FY2018 Budgeted Positions.....	158
Historical and Projected Sales Tax Rates and Revenues	171
Glossary	172
List of METRO Acronyms and Abbreviations	175

Executive Summary

What is METRO?

Our enabling legislation (Chapter 451 of the Texas Transportation Code) considers METRO a “regional transit authority.” Our employees consider us a family. Our riders consider us their connection to work, home, play, and worship. And in August 2017, nearly 8,000 people considered us a lifeline.



Before, during, and after Hurricane Harvey struck, METRO employees from Operations, Police, Planning, the Press Office, and Customer Service worked around the clock to disseminate lifesaving information, find dry routes on which to operate, help transport people to shelters, and assist the American Red Cross in delivering needed supplies to shelters. With NRG Center and the George R. Brown Convention Center currently serving as shelters for thousands of people, METRO has the opportunity to help shelter residents use our services as they begin to rebuild their lives. METRO’s Ridership and Client Services group has distributed preloaded METRO Q® fare cards to make it easier for this group to ride.

“I’m extremely proud of how our colleagues have worked hand in hand with our partners to support this community.” – Thomas C. Lambert, METRO’s President & CEO

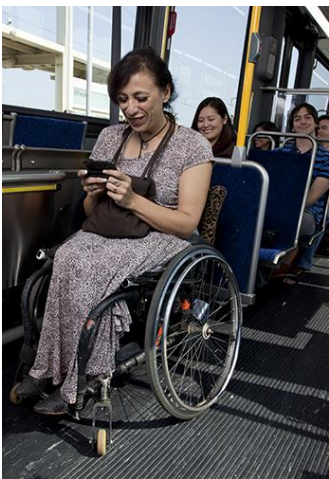
Priorities

METRO will certainly play an important role in our region’s recovery from the hurricane by providing transit service to those who need it. Making sure that the public is aware of our services and how to use them is one of the budget priorities set by METRO’s Board of Directors. The FY2018 priorities are:

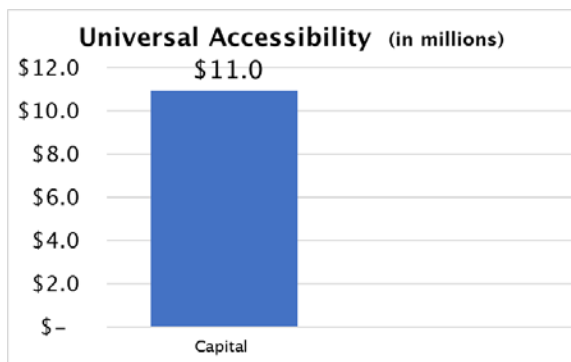
- Attaining Universal Accessibility
- Improving the Customer Experience
- Investing in Enhanced Safety
- Improving Security
- Maintaining a State of Good Repair
- Planning for the Future
- Marketing Our Service

Mindful of these priorities, each department of the Authority has examined its individual projected expenditures for FY2018 from the ground up. This budgeting approach focuses our resources so we are best prepared to shape METRO’s future during this upcoming year.

Universal Accessibility



Universal Accessibility refers to ensuring that METRO’s facilities and services are usable for all riders. Although METRO’s entire fleet of buses and trains are already accessible, improvements to bus stops, bus shelters, and public facilities will make it easier for riders to use the system. METRO’s bus stops have already been evaluated on their compliance with the Americans with Disabilities Act (ADA); in FY2018, the highest-priority bus stops needing work will be upgraded to meet the current ADA standards. Improved, weatherproof signage will help customers find their way when using the METRO system. Lastly, installation of new shelters and improving the sidewalks leading to bus stops will make these stops more comfortable for all users. The graph and table below list the capital investments METRO will make in FY2018 to address Universal Accessibility.



Universal Accessibility Investments

<u>Capital Budget:</u>	<u>\$ in millions</u>
Tier 1 Bus Stop ADA Compliance	4.6
New Bus Shelters	3.0
Accessibility Enhancement at Public Facilities	2.0
Bus Stop Signage Upgrade	1.0
First & Last Mile Universal Accessibility Program	0.4
Total	\$11.0M

Safety



METRO’s riders are our most precious cargo, and METRO has budgeted both capital and operating funds to reduce accidents and incidents impacting passengers and employees alike. Capital investments mainly focus on METRORail safety, whereas the operating investments benefit users of all transit modes. The graph and table below list the major investments METRO will make in FY2018 to address safety.



Safety Investments

Capital Budget:

	<u>\$ in millions</u>
Rail Alignment Fencing	2.0
Update Red Line Pedestrian Signals to Audible	1.2
LED Back Plate on Traffic Signals	1.2
High Visibility Pavement Markings	1.2
Bluetooth Proximity Alert System	1.0
LRV Cab Cameras	0.8
Sunset Reconstruction	0.7
Quad Gates at Wheeler & U of H	0.5
Traffic Signal Arms on Main St.	0.5
TMC Shared Lanes Project	0.5
Eliminate Shared Lane at Capital & Rusk	0.4
	10.0

Operating Budget:

Safety Department	8.7
Bus & Rail Training	2.5
Operations: Safety Initiative	1.9
Safety-Related Audit	0.1
	13.2

Total \$23.2M

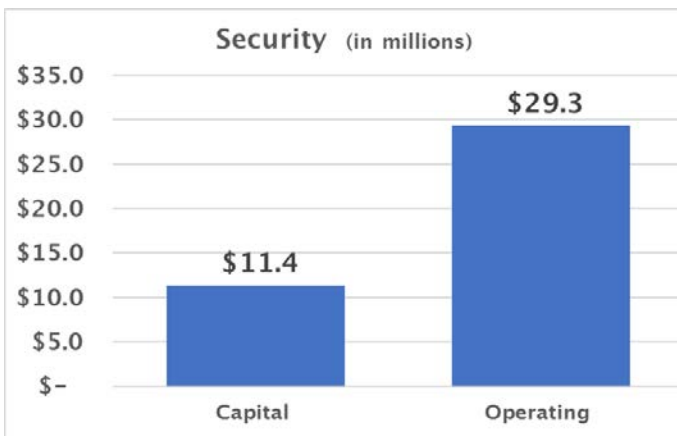


Security



“Security” commonly refers to the absence or perception of the absence of crime. Certainly, METRO’s investment in its own police department, including hiring additional officers, will contribute greatly to security improvements. Additional civilian security and technological upgrades will further increase security at METRO’s facilities. Looking at capital projects, the updates to the Northwest and Magnolia Transit Centers will improve lighting, visibility, and reduce the likelihood of crime through implementation of Crime Prevention Through Environmental Design, as will the installation of security cameras at the Northwest Bus Operating Facility (BOF). The graph and table below list the major investments that METRO will make in FY2018 to address security.

Security Investments



Capital Budget:

	<u>\$ in millions</u>
Northwest Transit Center Reconfiguration & Parking Upgrade	6.3
Magnolia Transit Center Expansion	4.6
Northwest BOF Security Camera Installation	0.5
	<u>11.4</u>

Operating Budget:

METRO Police Department	26.2
Security Services	2.1
Security Technology	1.0
	<u>29.3</u>

Total \$40.7M

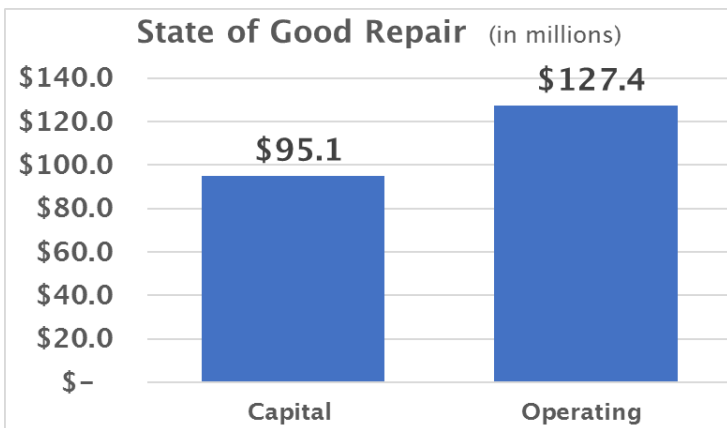


State of Good Repair



Before Hurricane Harvey made landfall, Operations employees moved 120 buses from a low portion of the Kashmere Bus Operating Facility to higher ground on the U.S. 59 HOV lane to protect them from the flooding. That’s just one way that METRO staff members take care of our capital assets. Sustaining a State of Good Repair (SOGR) includes keeping all types of vehicles up-to-date with maintenance and replacement parts, while buying new vehicles as needed. Keeping our physical plant in good repair, such as the bus wash at the Northwest BOF, is another critical element of SOGR. METRO has been building its staff dedicated to SOGR and will be able to carefully monitor which

facilities and vehicles will need to be prioritized for maintenance or replacement. The graph and table below list the major investments that METRO will make in FY2018 to address State of Good Repair.



State of Good Repair Investments

Capital Budget:

	\$ in millions
Bus Replacements	69.2
Rail Tie Overhauls	4.2
Engine Assemblies	4.1
METROLift Vans	3.5
Traction Power Pull Box Upgrade	3.2
Data Center Management	3.1
Rail Car Brake Overhaul	2.8
Hybrid Bus Batteries	2.1
Network Upgrades and Management	1.6
Northwest BOF Bus Wash	1.3
	<u>95.1</u>

Operating Budget:

Bus Maintenance	82.7
Rail Maintenance	19.0
Facilities Maintenance Department	25.4
State of Good Repair Division	0.3
	<u>127.4</u>

“Helping transit agencies maintain bus and rail systems in a State of Good Repair is one of FTA’s highest priorities.” – Federal Transit

Administration website, www.transit.dot.gov



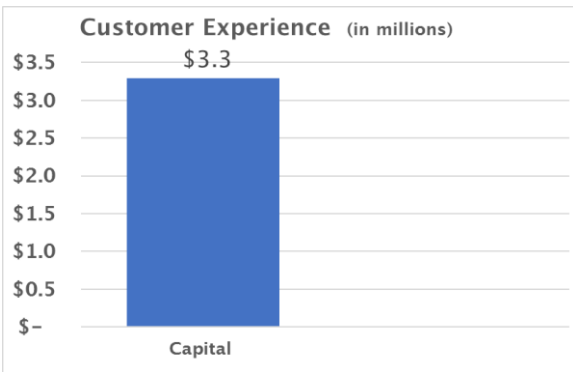
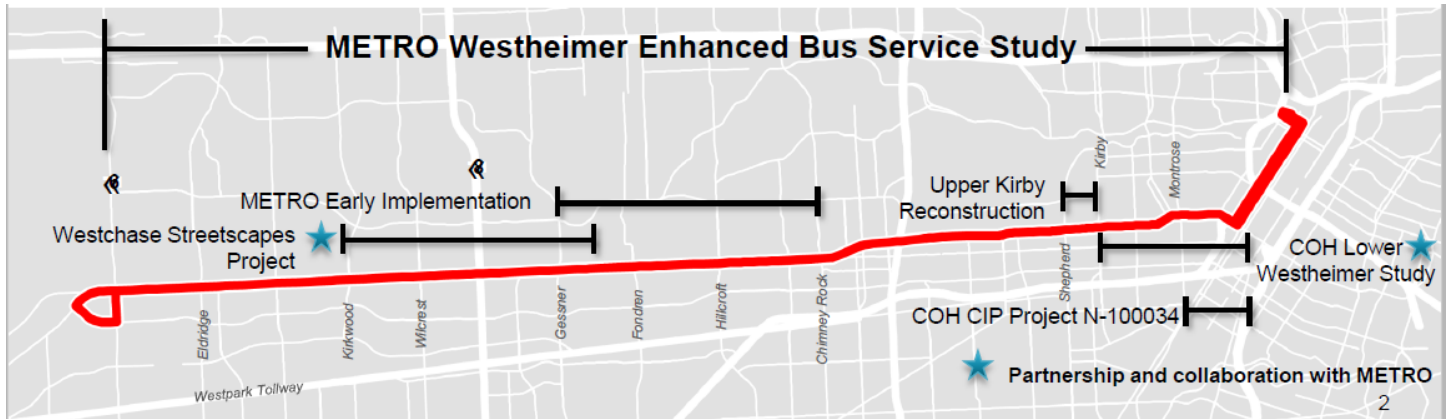
Total \$222.5M

Improving the Customer Experience



Surveys consistently show that fast, reliable service is what customers want most from METRO. The Westheimer Corridor, which links several major activity centers served by METRO’s highest-ridership bus route, is the focus of several proposed initiatives to improve the speed and reliability of service and reduce travel time. Other initiatives will also make using transit less complicated: Bluetooth beacons will be installed to enable visually-impaired

customers to locate bus stops, and the next phase of mobile ticketing will provide more riders with a RideStore in their pocket. The graph and table below list the major investments METRO will make in FY2018 to address improving the customer experience.



Customer Experience Investments

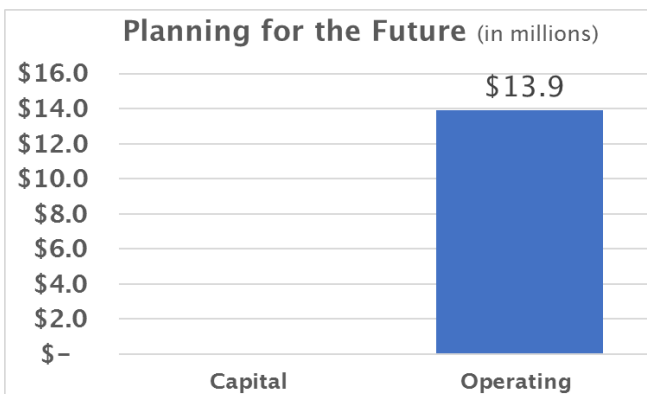
Capital Budget:	<u>\$ in millions</u>
Westheimer Enhanced Bus Service	2.8
Bluetooth Beacons *	0.4
Mobile Ticketing	0.1
Total	\$3.3M

* Includes technology to improve accessibility for disabled community.

Planning for the Future



With the extension of the METRORail Red Line, two new light-rail lines, and a new bus network all providing faster, more reliable service, one might expect METRO to rest on its laurels. Instead, we're asking the community how they envision the future of METRO, and then we'll craft a plan on how to get there. And we won't be alone; we'll partner with the Houston-Galveston Area Council, our member cities, and other regional transit providers to help keep greater Houston moving. The graph and table below list the major investments METRO will make in FY2018 to address planning for the future.



Planning Investments

Operating Budget:

	<u>\$ in millions</u>
Long Range Plan (LRP) Development	4.3
Draft LRP Public Outreach	2.7
Final LRP Public Engagement & Education	2.5
Bond Referendum Education	3.4
Legal Expenses	1.0
Total	\$13.9M



Budget Highlights

The major highlights of METRO's FY2018 Business Plan and Budget are as follows:

- **The total FY2018 proposed Revenues available to METRO are \$837,755,000**, which represent a 9.0% increase compared to the FY2017 budget. This forecast is fiscally conservative and is mainly driven by an increase in projected sales tax revenues resulting from the recovery from the energy sector downturn, and by an increase in grant revenue due to additional capital spending. There will be no increase in fixed-route fares.
- **The total FY2018 proposed Operating Budget is \$620,063,000**, which represents a 9.2% increase over the prior year's budget. Growth in baseline operating expenses has been restricted to 3.0% or less; the additional increase is related to an allowance for expenditures related to Hurricane Harvey, the METRONext/Long Range Plan planning effort, and investments related to improvements in safety and security.
- **The total FY2018 proposed Capital Budget is \$217,718,000**, which represents an overall increase of 22.2% over the FY2017 budget. This increase is mainly due to a 26.8% increase in capital spending, including Universal Accessibility, safety, security, and State of Good Repair projects. There is also a 9.2% increase in METRORail Completion spending.
- **The total FY2018 proposed Debt Service Budget is \$96,973,000**, which represents a 2.4% decrease from the prior year's budget. The decrease reflects METRO's effort to refund and restructure its existing debt.
- **The total FY2018 proposed transfer to the General Mobility Program is \$176,816,000**, which represents an increase of 4.1% from FY2017. This reflects the Authority's implementation of the voter-mandated referendum on General Mobility, which was held on November 6, 2012. The referendum continues General Mobility funding to member jurisdictions based on sales tax revenues set at the end of September 2014, with any growth in sales tax above that amount split 50/50 with member jurisdictions through December 31, 2025.
- **The total FY2018 proposed workforce is 4,229**, a net increase of 147 positions. Most of these new positions will directly support METRO's service or increase system security.

As we recover from Hurricane Harvey and prepare to enter FY2018, we look forward to working with the Board and our regional partners to go the next mile – together.

Preface

The Metropolitan Transit Authority of Harris County, Texas (the “Authority” or “METRO”) is a metropolitan rapid transit authority created pursuant to legislation now codified as Chapter 451, Texas Transportation Code, as amended, and was confirmed at a confirmation and tax election held on August 12, 1978. The Authority provides transit services to, and collects sales and use taxes on taxable transactions in, a 1,303-square mile area with a population of approximately 3.6 million people, including the cities of Houston, Bellaire, Bunker Hill Village, El Lago, Hedwig Village, Hilshire Village, Humble, Hunters Creek Village, Katy, Missouri City, Piney Point Village, Southside Place, Spring Valley Village, Taylor Lake Village, and West University Place, in addition to significant portions of unincorporated Harris County.

METRO Board of Directors

The Board of Directors has nine members. Five are nominated by the mayor of Houston and confirmed by Houston City Council (C). Two are appointed by the mayors of METRO's 14 other member cities (M). Two are appointed by the Harris County Commissioners Court (H).



Carrin F. Patman, Chair (C)

Education and Experience

Carrin graduated with from Duke University in 1978 (with honors), and from the University of Texas School of Law in 1982 (member, Texas Law Review).

In 1982 she joined Bracewell & Patterson, now Bracewell, and for three decades has been a trial lawyer representing diverse business clients in major litigation involving commercial disputes, securities matters, antitrust and competition issues, and regulatory compliance. Carrin has not only tried cases to arbitrators, judges, and juries, she has become accomplished at facilitating out-of-court resolutions even among highly antagonistic litigants.

Since 2003, Carrin has regularly earned the annual distinction of Texas Super Lawyer in civil litigation defense. She has spoken at continuing legal education seminars on a variety of topics, and served as director for The Ultimate Trial Notebook, a course on

all aspects of trial preparation presented at the State Bar of Texas Convention on June 24, 2004.

Carrin retired from Bracewell in December 2016 to devote more time to leading METRO as the chair of the Board of Directors.

Firm Management Roles

Ms. Patman was the first woman elected to Bracewell’s seven-member Management Committee and is the only woman to have been twice elected to serve on that committee. In that role, she dealt with the myriad significant issues involved with running an international law firm of more than 400 attorneys in ten offices in four countries, including issues of strategy, policy, and compensation. She has also served on the firm’s other important committees, including Recruiting, Diversity and Inclusion, and Associate Evaluation, and on the Trial Section Leadership Team.

Awards and Honors

In 2001, Carrin became the first woman to receive the Karen H. Susman Jurisprudence Award, given each year by the Anti-Defamation League Southwest Region to “an outstanding member of the legal community who exhibits a commitment to equality, justice, fairness, and community service.” In 2000, she was selected as a Woman on the Move by the Houston Chronicle, Channel 11 and Texas Executive Women. In 2012, she was inducted into the Greater Houston Women’s Chamber of Commerce Hall of Fame, and in 2013, she received the Pacesetter Award given by the Ivy Educational and Charitable Foundation of Houston. All four awards recognize professional achievement combined with community service.

Harvard Advanced Leadership Initiative Fellowship 2014

Carrin recently completed a year-long Advanced Leadership Fellowship at Harvard University. As described on its website, the selective ALI Fellowship “is designed to enhance and leverage the skills of highly accomplished, experienced leaders who want to apply their talents to solve significant social problems,...and focus on community and public service in the next phase of their careers.” The Fellowship includes, in part: a core curriculum educating Fellows on leadership in the social change arena and key current problems requiring leadership; field experiences to help Fellows understand global and regional issues first-hand; Think Tanks providing “deep dive investigations” into current challenges such as health care and education; and course auditing. The inter-disciplinary curriculum features faculty from Harvard’s Business School, Kennedy School, Law School, School of Education, and School of Public Health. One of the “deep dive investigations” during Carrin’s Fellowship concerned transportation (including urban transit) and infrastructure.

Current Civic Involvement

University of Texas Law School Foundation, Board Member

The Foundation is an educational foundation that supports the University of Texas School of Law.

University of Texas Health Science Center at Houston Development Board, Board Member

The University of Texas Health Science Center at Houston is the most comprehensive academic health center in The University of Texas System and the U.S. Gulf Coast Region, and is home to the nation’s seventh-largest medical school and six other health-related schools. The Development Board consists of community leaders dedicated to supporting the institution.

Center for Women in Law at the University of Texas School of Law, Founding Board Member

The Center for Women in Law was founded in 2008 by a group of women, including Carrin, dedicated to improving the status of women in the profession. In part, the Center: provides leadership programs that position women lawyers for success; promotes best practices for advancing women in law firms, businesses, and other organizations; provides a center for academic research; and serves as a resource for law firms and businesses across the country. Every two years the Center hosts the invitation-only Women’s Power Summit, which convenes women leaders in the legal profession for an examination of power and leadership. The first summit’s keynote speaker was Justice Sandra Day O’Connor. The first summit also produced the Austin Manifesto, setting forth specific, concrete steps needed to tackle the obstacles facing women in the legal profession today.

Prior Civic Involvement

Carrin has been actively involved in community affairs for many years. Her prior activities on behalf of non-profits include, in part:

Metropolitan Transit Authority of Harris County, Board Member and Chair of Public Affairs Committee

METRO is the region's largest public transit provider. METRO operates bus service, builds and operates light rail lines, and provides other transportation services in Houston, fourteen smaller cities, and Harris County. From 2010 until early 2014, Carrin served on METRO's Board. She served on multiple committees and chaired its Government and Public Affairs Committee.

Houston Center for Contemporary Craft, Board Member

The Craft Center is a non-profit arts organization founded to advance education about the process, product, and history of craft.

Legacy Community Health Services Endowment, Board Member

Legacy began many years ago as a clinic to test for HIV/AIDs, and now is a full-service, Federal Qualified Health Center that identifies unmet needs and gaps in health-related services and develops programs to address those needs, as well as generally providing extensive health services for adults and children.

Texas Appleaseed, Executive Committee Member and Development Committee Chair

Texas Appleaseed is a public interest law center that works on issues such as foster care, juvenile justice, abusive lending practices, and the school-to-prison pipeline. Girls Incorporated of Greater Houston, Executive Committee Member Girls Inc. of Greater Houston, an affiliate of the national Girls Inc. organization, focuses on building confidence, self-esteem and practical skills in girls aged 6-18, through programming delivered through schools, community centers, and churches.

Sheltering Arms Senior Services, Executive Committee Member

Sheltering Arms is dedicated to promoting the dignity and independence of older adults through service, advocacy and support for caregivers. Among its extensive range of programs is a Day Center providing caring supervision and enjoyable recreation for those with Alzheimer's or other forms of dementia.

Houston Bar Foundation, Former Vice-Chair

The Houston Bar Foundation is the charitable arm of the Houston Bar Association, and supports programs providing legal representation to the indigent.

American Leadership Forum, Fellow

ALF's mission is to join and strengthen diverse leaders to better serve the public good, through an intensive yearlong program designed to strengthen Fellows' leadership skills through interaction and bonding with other leaders on a wilderness retreat and in other outside-the-comfort-zone settings.

University of Texas Law Alumni Association, former president

Carrin has also chaired or co-chaired many fundraising events for worthy causes, including for Interfaith Ministries of Greater Houston (raising \$1 million at its annual fundraising gala in 2012), the Texas Defender Service (dedicated to ensuring fair and equitable legal proceedings in capital cases), the Houston Area Women's Center (serving women and children who are victims of domestic violence), Girls Inc. of Greater Houston (dedicated to the empowerment of girls 6 to 18), the Houston Center for Contemporary Craft, and the Houston School for Deaf Children (now the Center for Hearing and Speech).

**Jim Robinson, CFE, First Vice-Chair (H)**

Jim Robinson, who represents Harris County on the METRO Board of Directors, is senior director of special projects in Harris County's Budget Management Department. He previously served 23 years as chief appraiser of the Harris County Appraisal District, and has also been executive director of the Texas State Property Tax Board, and a member of the director's staff in the Texas Department of Public Safety.

While with the Texas DPS, he also served as an adjunct faculty member in criminal justice at Southwest Texas State University (now Texas State University).

Robinson began his career as a broadcaster in Houston and Austin, and while still a college student was one of the original owners of what is now Majic 102 FM. He also worked as a correspondent for the Houston Chronicle.

He holds BS and MA degrees from Sam Houston State University, and has done work toward a doctorate in traffic safety education at Texas A&M University. He also graduated from the National Security Management Program of the Industrial College of the Armed Forces (National Defense University).

Robinson served 27 years as a citizen-soldier, and retired as commanding general of the Texas State Guard. He holds numerous military awards and decorations including the Lone Star Distinguished Service Medal and the Texas Medal of Merit.

While living in the Austin area, he was elected to the Round Rock Independent School District Board of Trustees and served as board president. His civic and professional activities include assisting the Houston SPCA with equine rescues, membership in the National Guard Association of Texas, service as a reserve captain for Harris County Constable Pct. 1, and prior service as chief of reserve deputies for Harris County Constable Pct. 3. He has been president of the Texas Association of Appraisal Districts, metropolitan jurisdiction chair for the International Association of Assessing Officers, and vice chair of the police public information section of the International Association of Chiefs of Police. He represents METRO on the board of directors of the Gulf Coast Rail District, is vice president of the board of directors of Harris County Municipal Utility District 457, and represents Harris County as a member of the board of directors of the Harris County Appraisal District.

For his pioneering support of the nation's emergency managers' weather information network, the National Weather Association presented him its Walter J. Bennett public service award.

In 2010, while serving as chief appraiser of the Harris County Appraisal District, the Houston Press recognized him as Houston's Best Bureaucrat, citing him for his "remarkable job making the agency as transparent and user-friendly as can be," and for "always making himself available to the media to explain what's happened when something goes wrong, and looking further if need be."

He is a Registered Professional Appraiser in the state of Texas, a Master Peace Officer, and a Certified Fraud Examiner.

**Cindy Siegel, Second Vice-Chair (M)**

Cindy Siegel joined the METRO Board of Directors in March 2012 after being appointed by the mayors of the 14 Multi-Cities in the METRO service area.

Ms. Siegel is a Certified Public Accountant with almost 30 years of experience. She owns a public accounting firm, Cynthia Siegel, CPA, that provides accounting and tax services for small businesses and individuals. Prior to starting her accounting firm in 1991, Ms. Siegel worked at JPMorgan Chase Bank (formerly Texas Commerce Bank) in the trust department as Vice President of Tax Reporting for the Corporate Taxable Bond Division.

She started her accounting career at Arthur Andersen & Co. in 1983 followed by tenure at a local Houston firm and Ernst and Young LLP. Ms. Siegel is a member of the American Institute of CPAs, the Texas Society of CPAs, and the Houston Chapter of CPAs.

Ms. Siegel served as Mayor of Bellaire for eight years from 2004 until January 2012. Prior to serving as Mayor, she served on Bellaire City Council as a councilman from 1998 until her election as mayor. She also has served on the Bellaire Planning and Zoning Commission and was Chairman of the Bellaire Parks and Recreation Advisory Board and Bellaire's representative to the Houston-Galveston Area Council General Assembly.

Ms. Siegel has been an active volunteer for various organizations serving children and the elderly in the community. Currently, Ms. Siegel serves as a board member of the Julia C. Hester House, the Senior Resource Directory Board, the Evelyn's Park Conservancy, Patrons for Bellaire Parks and the Nature Discovery Center's Advisory Board. She is a past member of the Aged and Disability Advisory Board to the Texas Department of Human Services and a prior board member and officer for the Houston Alzheimer's Association and the Texas Coalition of Alzheimer's Associations and a past board member of the Nature Discovery Center. Ms. Siegel has also served on the Board of Trustees for Duchesne Academy of the Sacred Heart. She is also a graduate of the American Leadership Forum Class XXVIII. In 2009, Ms. Siegel was selected as one of the Houston 50 Most Influential Women by the Houston Woman Magazine.

Ms. Siegel has a Bachelor of Science degree in Business from Kansas State University and a Masters in Business Administration specializing in accounting and finance from the University of Houston.



Troi Taylor, Secretary (C)

At age 34, Troi Taylor – President, along with his wife, Kelley Taylor – CEO, started Taylor Construction Management (TCM) – a facilities project management consulting firm. In 5-years, the company grew from 1 to 12 associates. TCM is currently responsible for managing more than \$1B in active construction projects in Texas alone. The company maintains a strong presence in Mainland China and also has an expanding office in Dallas, Texas. Troi is passionate about project management because he connects the mega capital improvement assignments down to the simplest components: people must understand the big picture and be motivated to exceed their own expectations. His dedication and success has garnered acclaim on the national and international platform.

Troi received a Bachelor of Science degree in Chemical Engineering from Prairie View A&M University. He received an MBA degree from the University of Houston-Victoria. Troi is a native Houstonian – graduating from Milby Sr. High School in the Houston ISD.

Under the leadership of Kelley and Troi, TCM is currently managing projects across various industries: Education, Transportation, Life Science, and Healthcare. Some of their noteworthy clients include Houston ISD, Texas A&M University System, Houston Airport System, Fort Bend County Toll Road Authority, and several others.

In addition to his METRO Board appointment by Mayor Sylvester Turner, Troi also serves on the Houston Mayor’s Office of Business Opportunity (OBO) Advisory Board as well as on the Board of Directors for the Houston Minority Supplier Development Council (HMSDC).

Through philanthropy, diligence, and maintaining a spiritual compass, Troi has been recognized by several organizations in recent years:

- Emerging 10 Award (HMSDC) 2012
- Upstart Award (Greater Houston Black Chamber) 2013
- International Rising Star (International Trade Development Council) 2014
- Med-Week 2014 MBE Company of the Year
- Top 40 Under 40 Award (Houston Business Journal) 2015
- Minority Contractor of the Year (Houston Area Urban League) 2015.

Troi and Kelley live in Spring, Texas. They have two children: Joshua & Laila Taylor. He is an active presence in his neighborhood. He serves on the steering committee for the Scholar Athletes Amateur Athletes Union. Additionally, he is an active volunteer at Holy Trinity Episcopal School as well as the Star of Hope Homeless Shelter. Finally, Troi can often be found facilitating leadership discussions for at-risk inner city youth at various Greater Houston school districts.

**Don Elder Jr. (M)**

Don Elder Jr. was raised on a rice farm and ranch in Katy, Texas, where his dad and two uncles farmed for over 33 years. Don graduated from Katy High School and attended Sam Houston State University where he received Bachelor of Science and Master of Education degrees. Upon graduation, he was a professor at both Sam Houston and Hill College. At Hill College, he had his own local sports radio program and served as the athletic public relations director. Following teaching, Don worked in sales/marketing in the Ready-Mix business for over 30 years. He now owns Elder Consulting where he works with school and governmental entities.

Don served on the Katy Independent School District Board of Trustees for two terms. After that, he was elected to the Harris County Department of Education (HCDE) County Board. He served on this Board for ten years, two terms as president. He was on the Katy City Council for five years. He resigned from Katy City Council to run for Mayor and was elected May 12, 2007. He ran unopposed in the May 2009 election and was re-elected for a second term. The Mayor again ran unopposed in May 2011 and his term expired in 2013. The mayor's position in Katy is term-limited.

Don serves on the Talent Committee of the Economic Development Board as well as the Governing Board of the EDC. He has served on the Business Development Board of Sterling Bank and presently serves on the Development Board for Houston Community College (HCC). Some of Don's other community involvement, to name a few, are Past member of the Katy Athletic Booster Club; Past president of Katy High School Alumni Association; Honorary member of Katy FFA, as well as other schools in the district; Member of the Katy FFA Sales Committee; Past member of Board of Directors for Katy Area A & M Club; Past president of Katy Area A & M Club; past member of Board of Directors for Katy FFA Rodeo Committee; Member of the 12th Man Foundation, Texas A & M University.

Don is married to Katy native, Ida Faye Moore Elder. They have one son, Shane, who is married to Maddie. They live in Boerne, Texas. Don and Ida Faye are active members of the Katy First United Methodist Church. He enjoys hunting, visiting the Hill Country and attending Texas A&M and UTSA football games.

**Lex Frieden (C)**

Lex Frieden is Professor of Biomedical Informatics and Rehabilitation at The University of Texas Health Science Center at Houston (UTHealth) and he is adjunct Professor of Physical Medicine and Rehabilitation at Baylor College of Medicine. Mr. Frieden also directs the ILRU – Independent Living Research Utilization Program at TIRR Memorial Hermann in Houston. ILRU is a research, training and technical assistance program on independent living for people with disabilities and older adults.

Mr. Frieden has served as chairperson of the National Council on Disability, president of Rehabilitation International, and chairperson of the American Association of People with Disabilities. He is recognized as one of the founders of the independent living movement by people with disabilities in the early 1970s, and he was instrumental in conceiving and drafting the Americans with Disabilities Act (ADA) of 1990.

Mr. Frieden holds degrees in psychology from the University of Tulsa and the University of Houston and he has been awarded an honorary doctorate in law (LL.D.) by the National University of Ireland. He has received two Presidential Citations for his work in the field of disability.

Mr. Frieden is the author of more than 100 published contributions to the literature. He has given more than 1,000 lectures and presentations at events throughout the US and internationally.

Mr. Frieden is currently leading a national research study to evaluate the impact of the ADA and to identify population group disparities related to employment, transportation, housing and community living.

**Lisa Gonzales Castañeda, P.E. (H)**

Lisa Castañeda, P.E., is the deputy director for the Harris County Toll Road Authority (HCTRA). In her role in senior management, Ms. Castañeda is a key member of a leadership team which defines the vision for HCTRA’s growth to ensure that regional, multi-modal mobility needs are addressed in a way that supports regional economic development, prioritizes resident and business safety and mobility, and strategically plans for system growth.

Ms. Castañeda, is a graduate in Civil Engineering from Texas A & M University. She is experienced in toll systems technology, inter-operational and jurisdictional tolling capabilities. Ms. Castañeda also has working design experience in highway, bridge, traffic, drainage, utility relocation, multi-modal transportation system development, right-of-way acquisition, and toll systems engineering. This background gives her a unique understanding of the needs and issues faced by the region’s transportation and infrastructure agencies. In addition, Ms. Castañeda represents Harris County at

the International Bridge, Tunnel and Turnpike Association, where she collaborates with tolling agencies to find solutions to emerging tolling issues.

Ms. Castañeda was selected as The Women’s Transportation Seminar (WTS) Houston Woman of the Year in 2011. She is a member of the Tomball Memorial High School Athletic Booster Club, Canyon Pointe Elementary PTO, and Prince of Peace Catholic Community.

**Sanjay Ramabhadran (Ram), P.E. (C)**

Sanjay Ramabhadran is a Partner at INVICUS, an infrastructure consulting firm specializing in planning, engineering, and construction/program management in the transportation, aviation and water sectors. He has served in senior executive / board roles at global and regional engineering firms and has 24 years of experience in public infrastructure consulting. He was appointed to the METRO Board of Directors in May of 2015 and currently serves on the Capital & Strategic Planning Committee and the Finance & Audit Committee.

His civic involvement has included serving as Chairman of the Board of Directors of LEADERSHIP HOUSTON; Director in the Texas Lyceum – state-wide leadership group focused on public policy issues impacting Texas; Steering Committee Member – Houston General Plan; Senior Fellow – American Leadership Forum; President of the HESS Club; President of the Indo-American Chamber of Commerce of Greater Houston; Chairperson of the Houston Mayor's International Trade & Development Council (South Asia); City of Houston – Building & Standards Commission; Greater Houston

Partnership's Public Safety Task Force; Connecting Communities Initiative at Rice University's Kinder Institute; Advisory Council – Houston Arts Alliance; and Board of Directors of the Indo-American Charity Foundation.

Mr. Ramabhadran was honored as one of the 2012 Ten Outstanding Young Americans (TOYA) by the United States Junior Chamber. He was previously selected as one of Five Outstanding Young Texans in 2011 by the Texas Jaycees and one of Five Outstanding Young Houstonians for the year 2010 by the Houston Jaycees. Selected as an ASIA 21 Young Leader, he represented the United States at the 2010 Global Asia 21 Leadership Summit in Jakarta, Indonesia.

A graduate of BITS-Pilani and Texas A&M University, he is a registered Professional Engineer.

Sanjay and his wife live in Houston and their sons attend public schools. His interests include cycling, traveling and public policy.

**Christof Spieler, P.E., LEED AP (C)**

Christof Spieler, P.E., LEED AP is Vice President at Morris. He is Director of Planning for the Houston office, working on a variety of public and private planning projects, and heads firm-wide efforts on Building Information Modeling (BIM). He has spoken extensively on BIM at regional and national conferences.

Before joining Morris, Mr. Spieler worked as a consulting structural engineer. His projects have won multiple American Institute of Architects awards and have been featured on the cover of national engineering magazines. Mr. Spieler teaches structures at the Rice University School of Architecture and advises student design-build programs at Rice and the University of Houston. He is a licensed professional engineer in the State of Texas.

Mr. Spieler has written and spoken extensively on transit and urban planning and has helped Houston neighborhoods shape transportation projects. His articles have appeared in Cite Magazine (where he served on the editorial committee from 1998 to 2010, including 2 years as chair), the Houston Chronicle, and Architecture Magazine; he also covered Houston transportation in his blog, Intermodality. He has spoken to national conferences such as Greenbuild, Rail-Volution, and New Partners for Smart Growth, organizations including the Texas Society of Architects, the Texas Economic and Demographic Association, COMTO, and the Greater Houston Partnership, classes at Texas Southern University, the University of Houston, and Rice University, and numerous civic clubs. He also organized and lead bus tours of the Houston freight rail system and bike tours in Houston and Galveston. He serves as a member of the American Public Transit Association's Sustainability and Urban Design Working Group, a member of Central Houston's Transportation Committee, and a member of the UGBC Houston's LEED-ND committee. He has worked extensively with the Citizens' Transportation Coalition, the East End Chamber of Commerce Rail Subcommittee, the Super Neighborhood 22 Transportation Committee, and RichmondRail.org.

Mr. Spieler lives in Downtown with his wife, Kimberly. They share one car, and he relies on METRO for most of his daily trips. He holds a Bachelor of Science and a Master of Science in Civil Engineering from Rice University. He was named one of Mass Transit Magazine's "40 under 40" in 2013, Rice's Outstanding Young Engineering Alumnus in 2009, and one of Building Design and Construction Magazine's "40 under 40" in 2008.



METRO's Executive Leadership Team

Thomas C. Lambert

President & Chief Executive Officer
713-615-6409

Tom Jasien

Deputy Chief Executive Officer
713-739-4008

James Carroll

Vice President & Chief Auditor
713-739-4851

Rosa Diaz

Director, Board Support
713-739-4834

Cydonii Fairfax

Executive Vice President & General Counsel
713-652-8053

Jerome Gray

Vice President & Senior Press Officer
713-739-4011

Tim Kelly

Executive Vice President, Operations, Public Safety & Customer Service
713-615-6401

Debbie Sechler

Executive Vice President, Administration
713-739-4930

Arthur C. Smiley III

Chief Financial Officer
713-739-6057

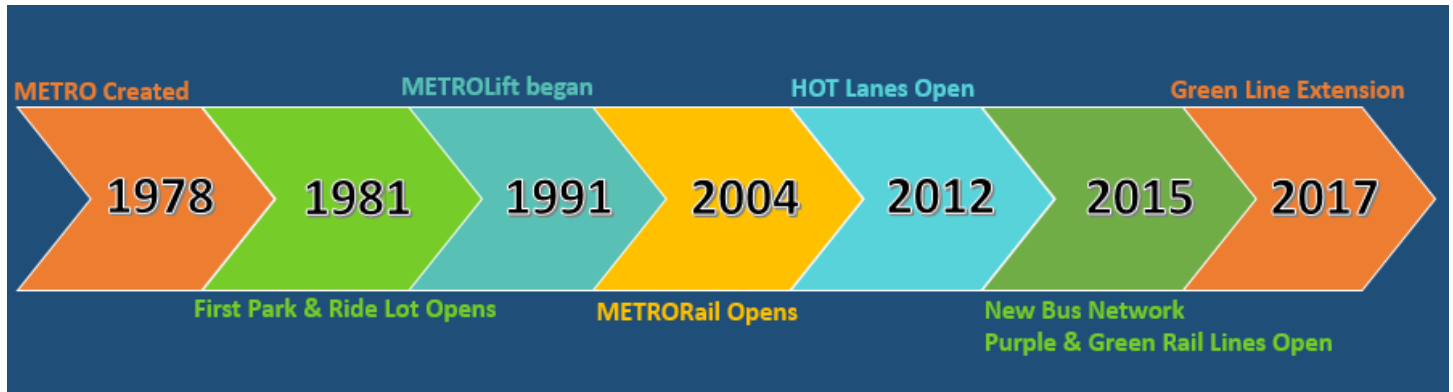
Alva I. Treviño

Executive Vice President, Special Projects
713-739-3866

Roberto Treviño

Executive Vice President, Planning, Engineering & Construction
713-739-6062

Broad METRO History



The Texas State Legislature authorized the creation of local transit authorities in 1973. In 1978, Houston-area voters created METRO and approved a one-cent sales tax to support its operations. METRO opened for business in January 1979. The Authority has transformed a broken bus fleet into a regional multimodal transportation system.

Today, METRO has a well-established transit system, including a fleet of 1,424 buses (including METROLift and ARBOC vehicles) on 86 local bus routes, 31 Park & Ride routes, 76 light rail vehicles on three lines, and a regional system of more than 180 miles of HOV lanes. By the end of FY2017, METRO will have carried over 116 million trips across its various services, ranking it among the largest US transit agencies by passenger boardings. METRO's corporate RideSponsors represent over 20 different industries in the Houston area.

Overview of the Region and Service Area



METRO's service area population is 3.6 million. The metropolitan area of Houston – The Woodlands – Sugar Land encompasses nine counties in Texas and has a population of over 6.5 million, making it the fifth largest metropolitan statistical area in the nation. METRO serves 15 cities in the area as well as major portions of unincorporated Harris County. The service area maintains a double-digit percent growth in population and is one of the fastest growing metropolitan areas in the country with an almost 20.6% increase in population from 2001 to 2010.

Within the service area's region:

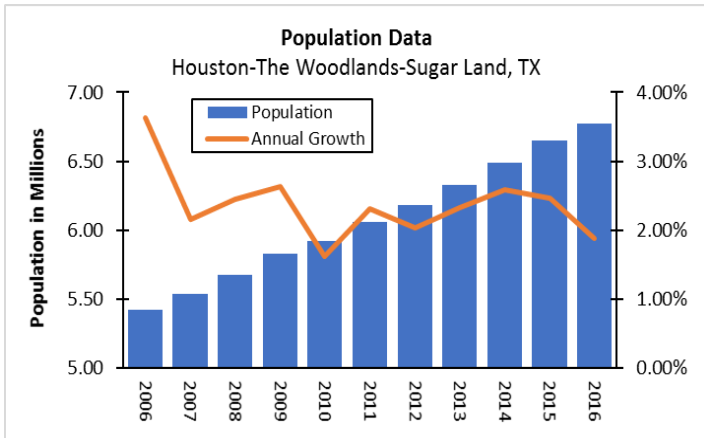
- The Houston-Sugar Land-Baytown Metropolitan Statistical Area added approximately 1.26 million residents since the 2000 census to over 5.98 million in 2010;
- The Houston Metro Area added 125,005 new residents from July 2015 to July 2017;
- The City of Houston's population grew to 2.10 million, up 7.5 percent over the past decade;
- Harris County's population grew by 20.3 percent, to 4.1 million.



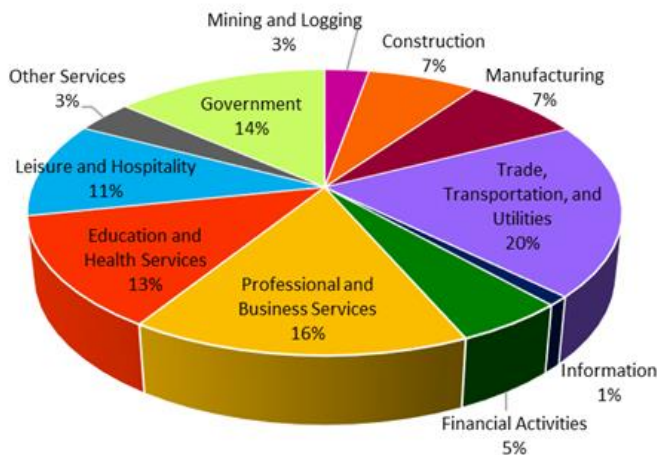
2.9
million

jobs in the Houston MSA

more jobs than 35 states



Nonfarm Wage and Salary Employment by Industry



Recent Economic Highlights

The Houston area added 13,400 jobs in the 12-months ending October 2016. Houston managed to post 12-month net job gains throughout this period, despite the downturn in the energy industry.

The region remains reliant on the energy sector, but has diversified since the 1980's into medical services/research and transportation/distribution. With this diversification of the economy, job gains in leisure and hospitality, education and health services, and government segments are offsetting the losses in manufacturing, mining, and financial services due to the struggle from low oil prices.

Home prices and sales volume in Houston have reached new heights, keeping 2017 on track to be a record year for Houston real estate. On a year-to-date basis, home sales remain ahead of 2016's volume by 7.4 percent.

Diverse urban centers and favorable employment mix throughout the METRO service area provide strong assurances of sales tax revenues and system use. Dr. Bill Gilmer, METRO economist, expects 5.3%+ long-term sales tax growth due to economic and population growth as well as METRO reaching into faster growing suburban areas. METRO sales tax revenues continue to expand throughout the forecast horizon without sharing the City of Houston's sales tax revenue slowdown.

Sources:

- Greater Houston Partnership, *Payroll Employment, 2016 Houston Economic Highlights*, December 2016
- Greater Houston Partnership, *Houston Economic Overview for HGAC*
- Houston Association of Realtors, *July 12, 2017 MLS Report*
- *The Outlook for METRO Sales Tax Revenues: 2017-2021*, C.T. Bauer College of Business/Institute for Regional Forecasting, Dr. Bill Gilmer
- Bureau of Labor Statistics, *Employment Wage and Salary by Industry, Houston-Sugarland-Baytown MSA Economy at a Glance, May 2017*
- Texas A&M University Real Estate Center, *Current Talking Points and MSA Population Data for Houston-The Woodlands-Sugar Land, TX*

Overview

Service Summary



Transit System

The Authority's purpose is to develop, operate, and maintain a mass transit system to serve the residents within and visitors to its service area. The goal of the FY2018 Transit Service Plan is to deploy METRO's resources effectively to meet its customers' needs by implementing the following goals:

- Attain Universal Accessibility
- Improve Safety
- Increase Security
- Maintain a State of Good Repair
- Plan for the Future
- Enhance the Customer Experience
- Market Our Service

The Authority's transit system has these components:

Bus System - The Authority provides public bus service utilizing a fleet of approximately 1,228 buses, including 698 Diesel, 57 CNG, 437 40/45-foot hybrid buses, and 36 ARBOC alternative service vehicles, as well as 160 METROLift paratransit service vans. Its passenger facilities include 9,043 active bus stops and 36,225 parking spaces. METRO buses will have run 44.2 million revenue miles and will have had an estimated 65.5 million boardings by the end of FY2017.

HOV/HOT Lane System - The High Occupancy Vehicle/Toll (HOV/HOT) Lane program is a cooperative effort between the Texas Department of Transportation (TxDOT) and METRO, which is funded through a combination of Federal, state and local resources. There are 182.3 miles of HOV/HOT lanes in Houston freeways, of which METRO operates 95.1 miles. For FY2017, the projected HOV/HOT lane ridership is approximately 28.1 million.

Light Rail System - The Red Line, the Authority's first light rail line, began operation on January 1, 2004. Now extended to 12.8 miles, the line begins at the Northline Transit Center, serving HCC Northeast and Northline Commons mall, and then continues south through Houston's Central Business District, Midtown, the Museum District, Rice University, the Texas Medical Center and the NRG Park Complex to the Fannin South Transit Center.

The Authority opened two additional light rail lines in FY2015, the Purple (Southeast) and Green (East End) Lines. Destinations served by these new lines include Texas Southern University, the University of Houston, BBVA Compass Stadium, and the Theater District. These new lines added another 9.9 miles of light rail. In total, METRO operates 22.7 miles of light rail service. METRO will reach approximately 18.6 million light rail boardings in FY17.

Paratransit Service - The Authority's METROLift paratransit service will have provided 1.9 million trips to 16,178 eligible riders in FY2017, using both METRO-owned lift-equipped vans and contractor-owned and operated accessible minivans. METRO Community Connector provides curb to destination service within a service zone that includes the Acres Home Transit Center and the North Shepherd Park and Ride lot. Passengers may contact METRO to schedule a ride originating within the service zone to other destinations within the zone or to connect with local and Park and Ride routes that are within the service zone. In FY2017, the Community Connector operated three vehicles carrying approximately 24,894 passengers.

Commuter Vanpool Service – During FY2017, the Authority's METRO STAR commuter vanpool service averaged 581 vans. Projected FY2017 ridership amounts to 2.0 million trips with approximately 5,868 riders. In FY2018, the Authority is estimating 2.0 million trips annually with approximately 6,242 riders, making METRO STAR one of the largest vanpool programs in the nation.



FY2018 Service Levels Budget

Service Plan

Resources	Fixed Route					Customized Service			
	Contracted		Special	Total Bus	Rail	Total Bus and Rail	Internal Service	METROLift	METRO STAR
	METRO Bus	Bus	Events						
Revenue Miles	35,895,815	7,993,963	186,054	44,075,832	2,214,190	46,290,022	599	19,055,904	
Revenue Hours	2,660,091	561,690	14,671	3,236,452	200,362	3,436,814	96	1,147,720	
Total Miles	42,334,781	9,655,629	186,054	52,176,464	2,226,871	54,403,335	599	22,965,355	
Total Hours	2,911,279	623,316	14,671	3,549,266	202,661	3,751,927	96	1,289,904	
Number of Vans									618

FY2017 Service Levels Estimate*

Resources	Fixed Route					Customized Service			
	Contracted		Special	Total Bus	Rail	Total Bus and Rail	Internal Service	METROLift	METRO STAR
	METRO Bus	Bus	Events						
Revenue Miles	35,776,006	8,086,535	186,054	44,048,595	2,177,782	46,226,377	599	18,713,919	
Revenue Hours	2,653,170	566,471	14,671	3,234,312	204,064	3,438,375	96	1,117,162	
Total Miles	41,923,768	9,745,747	186,054	51,855,569	2,191,565	54,047,134	599	22,566,884	
Total Hours	2,895,662	627,832	14,671	3,538,164	206,264	3,744,429	96	1,265,930	
Number of Vans									617

FY2017 Service Levels Budget

Resources	Fixed Route					Customized Service			
	Contracted		Special	Total Bus	Rail	Total Bus and Rail	Internal Service	METROLift	METRO STAR
	METRO Bus	Bus	Events						
Revenue Miles	35,967,114	8,092,730	147,037	44,206,881	2,165,939	46,372,820	1,362	18,451,934	
Revenue Hours	2,665,823	566,809	11,968	3,244,600	206,424	3,451,024	180	1,131,524	
Total Miles	42,128,287	9,720,718	147,037	51,996,042	2,180,824	54,176,866	1,362	22,103,932 **	
Total Hours	2,908,382	626,869	11,968	3,547,219	208,894	3,756,113	180	1,415,599	
Number of Vans									617

*Excludes adjustments made for suspended or limited service during and after Hurricane Harvey

**FY2017 Budgeted Total Miles has been revised. (Budgeted dollars were based on Revenue Hours which remain unchanged).



Change to Service Levels: FY2017 Estimate to FY2018 Proposed Budget*

<u>Resources</u>	<u>Fixed Route</u>				<u>Customized Service</u>			
	<u>Contracted</u>		<u>Total Bus</u>	<u>Rail</u>	<u>Total Bus</u>	<u>Internal</u>	<u>METROLift</u>	<u>METRO</u>
	<u>METRO Bus</u>	<u>Bus</u>						
Revenue Miles	119,809	-92,572	27,237	36,408	63,645	0	341,985	
Revenue Hours	6,921	-4,781	2,140	-3,702	-1,561	0	30,558	
Total Miles	411,013	-90,118	320,895	35,306	356,201	0	398,471	
Total Hours	15,617	-4,516	11,102	-3,603	7,498	0	23,974	
Number of Vans								1

<u>Resources</u>	<u>Fixed Route</u>				<u>Customized Service</u>			
	<u>Contracted</u>		<u>Total Bus</u>	<u>Rail</u>	<u>Total Bus</u>	<u>Internal</u>	<u>METROLift</u>	<u>METRO</u>
	<u>METRO Bus</u>	<u>Bus</u>						
Revenue Miles	0.33%	-1.14%	0.06%	1.67%	0.14%	0.00%	1.83%	
Revenue Hours	0.26%	-0.84%	0.07%	-1.81%	-0.05%	0.00%	2.74%	
Total Miles	0.98%	-0.92%	0.62%	1.61%	0.66%	0.00%	1.77%	
Total Hours	0.54%	-0.72%	0.31%	-1.75%	0.20%	0.00%	1.89%	
Number of Vans								0.16%

*Excludes adjustments made for suspended service during and after Hurricane Harvey



Change to Service Levels: FY2017 Budget to FY2018 Proposed Budget

Resources	Fixed Route					Customized Service			
	Contracted		Special	Total Bus	Rail	Total Bus and Rail	Internal Service	METRO	
	METRO Bus	Bus	Events					METROLift	STAR
Revenue Miles	-71,299	-98,767	39,017	-131,049	48,251	-82,798	-763	603,970	
Revenue Hours	-5,732	-5,119	2,703	-8,148	-6,062	-14,210	-84	16,196	
Total Miles	206,494	-65,089	39,017	180,422	46,047	226,469	-763	861,423	
Total Hours	2,897	-3,553	2,703	2,047	-6,233	-4,186	-84	-125,695	
Number of Vans									1

Resources	Fixed Route					Customized Service			
	Contracted		Special	Total Bus	Rail	Total Bus and Rail	Internal Service	METRO	
	METRO Bus	Bus	Events					METROLift	STAR
Revenue Miles	-0.20%	-1.22%	26.54%	-0.30%	2.23%	-0.18%	-56.02%	3.27%	
Revenue Hours	-0.22%	-0.90%	22.59%	-0.25%	-2.94%	-0.41%	-46.67%	1.43%	
Total Miles	0.49%	-0.67%	26.54%	0.35%	2.11%	0.42%	-56.02%	3.90%	
Total Hours	0.10%	-0.57%	22.59%	0.06%	-2.98%	-0.11%	-46.67%	-8.88%	
Number of Vans									0.16%

Projected Ridership

Category	FY2017 Estimate	FY2018 Budget	Change	% Change
Fixed-Route Service*	84,323,077	85,729,902	1,406,825	+1.67%
Customized Services**	3,968,627	4,019,111	50,484	+1.27%
Total Fixed-Route and Customized Services	88,291,704	89,749,013	1,457,309	+1.65%

Note: The chart above measures the change in system ridership between the FY2017 estimate and FY2018 budgeted levels.

* Includes Special Events. FY17 Estimate includes ridership loss due to Hurricane Harvey. Excluding the hurricane-related ridership loss, FY18 forecast ridership would have decreased by 0.27% compared to the FY17 estimate.

**Includes METROLift, METRO STAR Vanpool, and Internal Service. These numbers have not yet been adjusted for Hurricane Harvey.



	FY2016 Actual	FY2017 Budget	FY2017 Estimate	FY2018 Budget	Budget-to-Budget Variance	
					#	%
Fixed-Route Service						
Local	58,852,033	60,298,775	57,930,790	59,216,098	(1,082,677)	-1.8%
Park & Ride	8,440,401	8,162,991	7,588,915	7,561,399	(601,592)	-7.4%
Subtotal Fixed-Route Bus	67,292,434	68,461,766	65,519,705	66,777,497	(1,684,269)	-2.5%
METRO Rail	18,532,122	19,625,658	18,575,849	18,724,882	(900,776)	-4.6%
Subtotal Fixed-Route Service	85,824,556	88,087,424	84,095,554	85,502,379	(2,585,045)	-2.9%
Special Events*	200,985	146,545	227,523	227,523	80,978	55.3%
Total Fixed-Route	86,025,541	88,233,969	84,323,077	85,729,902	(2,504,067)	-2.8%
Customized Services						
METROLift	1,928,762	1,959,014	1,936,716	1,995,200	36,186	1.8%
METRO STAR Vanpool	2,217,577	2,100,827	2,031,686	2,023,686	(77,141)	-3.7%
Internal Service	132	40,464	225	225	(40,239)	-99.4%
Subtotal Customized Services	4,146,471	4,100,305	3,968,627	4,019,111	(81,194)	-2.0%
Total Fixed-Route and Customized Services	90,172,012	92,334,274	88,291,704	89,749,013	(2,585,261)	-2.8%
HOV/HOT Carpools, Vanpools, and Non-METRO Buses	26,515,186	28,299,700	28,146,100	28,427,300	127,600	0.5%

*Special Events is a category that reflects customer service-oriented short-term additional motor bus and rail service provided for events at NRG Park, such as football games and the Houston Livestock Show and Rodeo.



Workforce by Department

Authority	FY2017		FY2018
	End of Year Authorized Headcount	Projected	End of Year Authorized Headcount
Operations, Public Safety & Customer Service	3439	3327	3570
EVP Operations, Public Safety & Customer Service	9	9	9
Operations	3047	2952	3121
Union FT	2424	2378	2468
Union PT	85	77	87
Non-Union FT	537	496	557
Non-Union PT	1	1	9
Public Safety	313	298	370
Non-Union FT	303	289	336
Non-Union PT	10	9	34
Customer Service	70	68	70
Non-Union FT	70	68	70
Non-Union PT	0	0	0
Planning, Engineering & Construction	242	226	245
EVP Planning, Engineering & Construction	3	2	3
Engineering & Construction	31	21	28
Planning	34	34	35
Facility Maintenance	174	169	179
Union FT	126	121	130
Non-Union FT	48	48	49
Administration	233	222	238
EVP Administration	3	3	5
IT	70	66	72
Human Resources	41	38	42
Procurement & Materials	119	115	119
Union FT	61	61	61
Non-Union FT	58	54	58
Government & Public Affairs	41	40	43
Public Engagement	10	9	10
Marketing & Corporate Communications	24	24	25
Government Affairs	3	3	3
Ridership & Client Services	4	4	5
Audit	11	11	11
Legal	17	17	18
Legal	15	15	16
Records Management	2	2	2
Finance	80	75	80
VP & CFO	4	3	4
Finance	76	72	76
Office of Innovation	3	0	3
Executive & Board	16	16	21
Total Union	2696	2637	2746
Total Non-Union	1386	1297	1483
Total Workforce	4082	3934	4229

Headcount = Number of authorized full-time and part-time positions at the end of the year.

Total Part-Time Workforce (Union and Non-Union)	96	87	130
Total Full-Time Workforce (Union and Non-Union)	3986	3847	4099



FY2018 Operating Budget Workforce Additions/Deletions

Category	Department	Position	Additions	Deletions
Rail Ops	Operations: METRORail	Light Rail Servicer	5	
Bus Ops	Operations: Bus Transportation	Bus Operator	24	
Bus Ops	Operations: Bus Transportation	Service Driver	6	
Bus Ops	Operations: Bus Maintenance	Utility Worker	1	
Bus Ops	Operations: Bus Maintenance	Cleaner	1	
Bus Ops	Operations: Bus Maintenance	Mechanic	7	
Bus Ops	Operations: Bus Maintenance	Mechanic (PT)	2	
Support Svc	Planning, Engineering & Construction: Facilities Maintenance	Mechanic	4	
		Total Union	50	0
Vanpool	Operations: Vanpool Services	Communications Specialist	1	
Vanpool	Operations: Vanpool Services	Supervisor, Fleet Operations		(1)
Rail Ops	Operations: METRORail	Track Maintainer	3	
Rail Ops	Operations: METRORail	Axle Counter Maintainer	6	
Support Svc	Operations: Operations Management Support	HOV/HOT Lanes Director	1	
Support Svc	Operations: Operations Management Support	ARGO Supervisor	2	
Support Svc	Operations: Operations Management Support	ARGO Operator (PT)	8	
Support Svc	Operations: Operations Training Division	Safety Training	1	
Bus Ops	Operations: Bus Transportation	Bus Controllers	2	
Bus Ops	Operations: Bus Transportation	Service Supervisors	3	
Bus Ops	Operations: Bus Maintenance	General Foreman	1	
Bus Ops	Operations: Bus Maintenance	Mechanical Foreman	1	
Rail Ops	Public Safety: METRO Police	Lieutenant	2	
Rail Ops	Public Safety: METRO Police	Sergeant	3	
Rail Ops	Public Safety: METRO Police	Civilian Fare Inspector	15	
Field Ops	Public Safety: METRO Police	Officer	7	
Field Ops	Public Safety: METRO Police	Police Cadet	5	
Support Svc	Public Safety: METRO Police	Dispatcher	1	
Support Svc	Public Safety: METRO Police	Records Clerk	1	
Rail Ops	Public Safety: METRO Police	Officer - Rail (PT)	24	
Rail Ops	Public Safety: METRO Police	Security (PT)	10	
Support Svc	Public Safety: METRO Police	ARGO Operator		(10)
Support Svc	Public Safety: Risk Management	Manager		(1)
Support Svc	Planning, Engineering & Construction: Planning	Service Evaluation Analyst	1	
Support Svc	Planning, Engineering & Construction: Engineering & Construction	Project Engineer	1	
Support Svc	Planning, Engineering & Construction: Engineering & Construction	Project Quality Control Coordinator		(1)
Rail Ops	Planning, Engineering & Construction: Engineering & Construction	Director, Project Control		(1)
Rail Ops	Planning, Engineering & Construction: Engineering & Construction	Manager, Cost Control		(1)
Rail Ops	Planning, Engineering & Construction: Engineering & Construction	Control Support Specialist		(1)
Support Svc	Planning, Engineering & Construction: Facilities Maintenance	Facility Supervisor	1	
Support Svc	Administration: State of Good Repair	Lead Analyst	1	
Support Svc	Administration: State of Good Repair	Project Quality Control Coordinator	1	
Support Svc	Administration: Information Technology	SAP Developer - Business Objects/Business Warehouse	1	
Support Svc	Administration: Information Technology	SAP Developer - Interface Specialist	1	
Support Svc	Administration: Human Resources	Associate Staffing Rep	1	
Support Svc	Government & Public Affairs: Marketing	Associate Multimedia Account Executive	1	
Support Svc	Government & Public Affairs: Ridership & Client Services	Ridership Staff Analyst	1	
Support Svc	Legal	Staff Attorney	1	
Support Svc	Finance	Manager, Cost Control	1	
Support Svc	Finance	Control Support Specialist	1	
Support Svc	Finance	Process Transformation Analyst		(1)
Support Svc	Finance	Director Best Practices		(1)
Support Svc	Executive & Board	Executive VP, Special Projects	1	
Support Svc	Executive & Board	Project Manager - Communications/Issues	1	
Support Svc	Executive & Board	Executive Assistant	1	
Support Svc	Executive & Board	Process Transformation Analyst	1	
Support Svc	Executive & Board	Director Best Practices	1	
		Total Non-Union	115	(18)

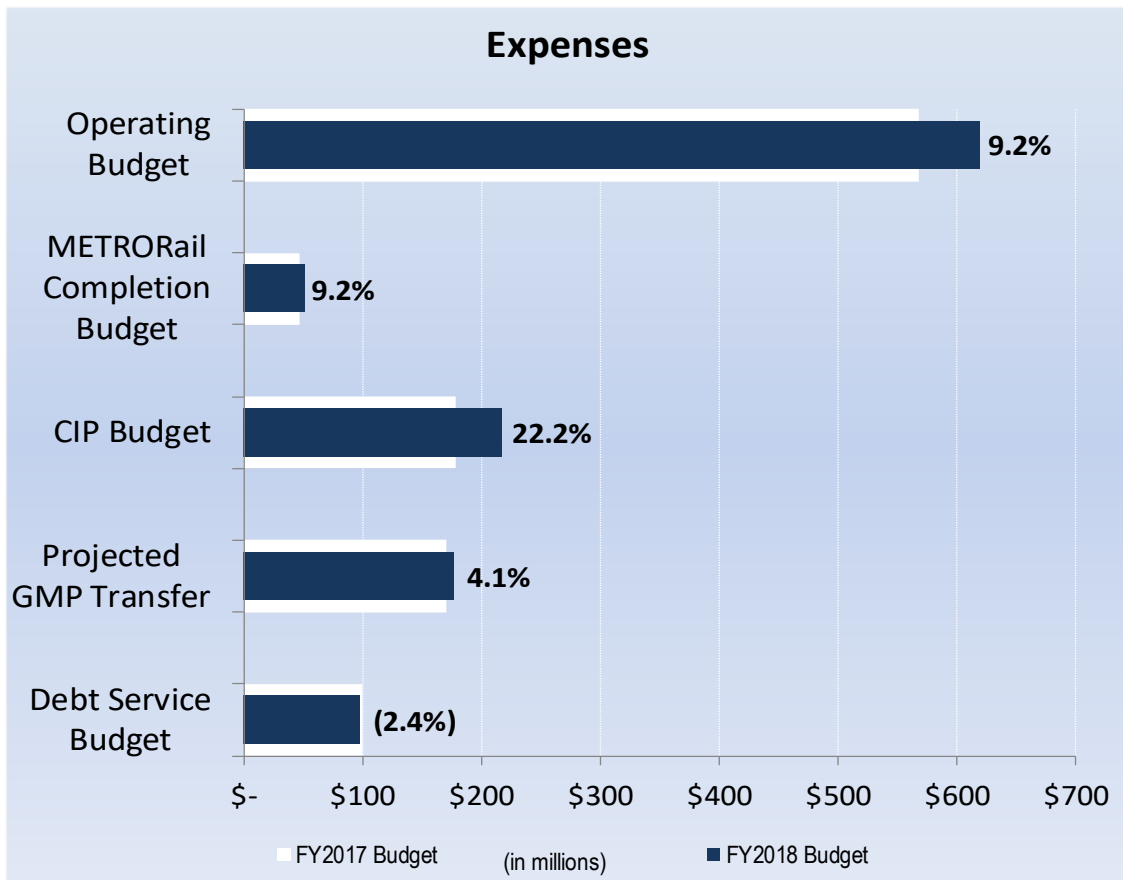
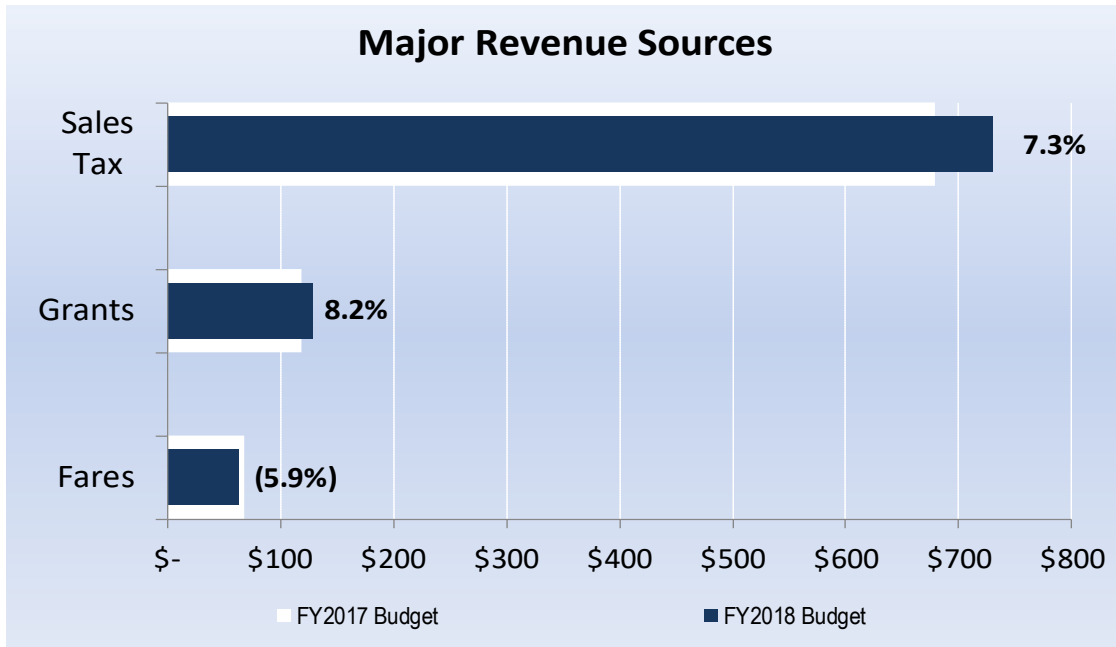
Total	165	(18)
Total Year-Over-Year Change in Authorized Positions	147	



Authority Budget Summary

	FY2016	FY2017	FY2017	FY2018	Budget-to-Budget Variance	
	Actual	Budget	Estimate	Budget	\$	%
Sales Tax	\$ 686,101,655	\$ 679,367,000	\$ 692,823,000	\$ 729,191,926	\$ 49,824,926	7.3%
Transfer to GMP	(209,464,879)	(169,841,750)	(172,269,462)	(176,815,578)	(6,973,828)	4.1%
Sales Tax (net GMP Transfer)	\$ 476,636,776	\$ 509,525,250	\$ 520,553,538	\$ 552,376,349	\$ 42,851,099	8.4%
Fares	64,272,417	67,729,000	63,753,000	63,753,000	(3,976,000)	(5.9%)
Vanpool	-	5,466,000	2,844,000	4,919,000	(547,000)	(10.0%)
HOT Lane Revenue	7,779,887	8,453,000	7,502,000	7,502,000	(951,000)	(11.3%)
Grants	103,560,076	118,629,000	109,879,000	128,359,000	9,730,000	8.2%
Interest	1,220,156	2,000,000	2,200,000	2,200,000	200,000	10.0%
Miscellaneous	4,541,743	5,442,000	6,448,000	9,448,000	4,006,000	73.6%
Bond Proceeds	\$51,353,000	51,353,400	51,353,000	69,198,000	17,844,600	34.7%
Total Revenues	\$ 709,364,055	\$ 768,597,650	\$ 764,532,538	\$ 837,755,349	\$ 69,157,699	9.0%
Payroll & Benefits						
Wages	\$ 128,734,137	\$ 135,271,695	\$ 134,754,107	\$ 139,516,147	\$ 4,244,452	3.1%
Union Fringe Benefits	69,579,454	75,399,028	75,226,145	81,745,905	6,346,877	8.4%
Subtotal Union Labor	198,313,591	210,670,723	209,980,252	221,262,052	10,591,329	5.0%
Salaries and Non-Union Wages	89,776,179	95,434,787	94,639,482	103,932,927	8,498,140	8.9%
Non-Union Fringe Benefits	39,533,433	41,271,475	42,202,208	44,841,036	3,569,561	8.6%
Subtotal Non-Union Labor	129,309,612	136,706,262	136,841,690	148,773,963	12,067,701	8.8%
Allocation to Capital & GMP	(14,461,929)	(11,142,276)	(10,234,129)	(10,627,830)	514,446	(4.6%)
Subtotal Labor and Fringe Benefits	313,161,274	336,234,709	336,587,813	359,408,184	23,173,475	6.9%
Materials & Supplies						
Services	36,407,433	45,095,092	41,478,957	61,730,032	16,634,940	36.9%
Materials and Supplies	26,309,298	26,908,123	27,069,296	30,949,679	4,041,556	15.0%
Fuel and Utilities	46,660,671	41,729,948	38,678,355	35,140,377	(6,589,571)	(15.8%)
Administration						
Casualty and Liability	3,097,967	4,260,078	4,400,379	4,412,343	152,265	3.6%
Purchased Transportation	92,697,358	101,176,604	97,083,228	102,232,281	1,055,677	1.0%
Leases, Rentals and Misc.	7,174,931	10,233,234	9,839,757	14,320,188	4,086,954	39.9%
Allocation to Capital & GMP - Non-Labor	(\$1,489,601)	(66,785)	(66,785)	(630,084)	(563,299)	843.5%
Subtotal Non-Labor	210,858,057	229,336,294	218,483,187	248,154,816	18,818,522	8.2%
Subtotal Labor and Non-Labor	524,019,332	565,571,003	555,071,000	607,563,000	41,991,997	7.4%
Contingency	-	2,500,000	-	12,500,000	10,000,000	400.0%
Total Operating Budget	\$ 524,019,332	\$ 568,071,003	\$ 555,071,000	\$ 620,063,000	\$ 51,991,997	9.2%
Capital Expenses						
METRO Rail Expansion/ Completion	58,725,660	47,183,000	20,974,000	51,532,000	4,349,000	9.2%
Capital Improvement Program	73,242,481	131,037,000	120,850,000	166,186,072	35,149,072	26.8%
Total Capital Budget	\$ 131,968,141	\$ 178,220,000	\$ 141,824,000	\$ 217,718,072	\$ 39,498,072	22.2%
Debt Service	\$ 95,073,575	\$ 99,307,600	\$ 88,015,711	\$ 96,972,709	\$ (2,334,891)	(2.4%)

Year-to-Year Budget Comparisons



Financials

Development Guidelines

METRO is committed to being a responsible steward of public funds and to financial sustainability. Accordingly, METRO's FY2018 Business Plan was developed using these Board-approved guidelines:

- Estimates of sales tax growth will be consistent with the growth estimates provided by Dr. Robert W. (Bill) Gilmer, Director of the Institute for Regional Forecasting at the University of Houston. The growth rate will be reduced by the following annual percentage factors:

FY2018: -1.00%
FY2019: -0.75%
FY2020: -0.50%
FY2021: -0.25%

- No fixed-route fare increases will be proposed for FY2018.
- METRO will present the Five Year Cash Flow model on a yearly basis, clearly specifying all sources and uses of revenue. (The model will be updated periodically as required.)
- METRO will position itself for optimum receipt of federal grants.
- METRO will allocate sufficient resources to operate METRO Core Services.
- METRO will support financial sustainability by managing the growth of "baseline" operating expenses to no more than 3.0% annually.
- METRO will ensure that capital expenditures are supported upon project completion by a sustainable revenue source (e.g. sales tax) and that future operating costs have been included.
- Requests to improve service or service quality will require a cost/benefit analysis, which will include changes to future operating cost. If included, additional service will be added above the baseline level of expenses.
- METRO will retain fund balances in accordance with Debt Policy requirements (15% of Operating Expenses), Emergency Reserve requirements (10% of Operating Expenses), and an additional \$10,000,000* as directed by the Board. The total of these reserves in FY2018 is projected to be \$162.5 million.
- When reallocating or modifying budgets within the Board-adopted levels, staff will adhere to the approval levels detailed in the Budget Change Guidelines (found in the Appendix).

Debt service expenses, transfer of General Mobility funds, and operating expenditures received the first priority in allocating available funds, followed by capital expenses.

METRO's excess reserve levels, projected future tax revenues, operating revenues, and FTA grants

must

support existing transit services and non-transit programs, expansion of other transit services, and ongoing capital rehabilitation (State of Good Repair) and replacement while maintaining a prudent level of working capital.

*The METRO Board is being requested to allow use of the additional \$10 million reserve for Hurricane Harvey-related expenses.

Basis of Budgeting

Metropolitan Transit Authority of Harris County maintains its budget using the current financial resources measurement focus and the modified accrual basis of accounting as defined by Generally Accepted Accounting Standards (GAAP) and interpreted by the Governmental Accounting Standards Board (GASB), with certain exceptions. Under the current financial resources measurement focus, revenues are recorded when they are both measurable and available. Revenues are considered available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. Expenditures are recognized when the liability is incurred, except for principal and interest on general long-term debt, claims and judgments, and vested compensated absences.

Exceptions between the budget and modified accrual bases of accounting are as follows:

- Unrealized changes in the fair market value of investments are not recognized on a budget basis.
- Investment earnings are not accrued on a budget basis.
- Prepaid expenditures for equipment and software maintenance are reported on a budget basis.

For budget purposes, the financial activities of the Authority are reported in four separate funds: Operating, Debt Service, General Mobility Transfer, and Capital Projects including METRORail Completion, bus acquisition and other capital projects. This division by fund is required by provisions of state law, voter referendum on General Mobility, and bond indentures. Such funds are combined for financial reporting purposes in order to present the financial position and results of operations of the Authority as a whole.

The Authority's financial statements are prepared according to GAAP for proprietary funds on the full accrual basis of accounting using the economic resources measurement focus. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Therefore, additional adjustments are required to convert proprietary fund types from the budget basis/modified accrual basis of accounting to the full accrual basis of accounting. For example, disbursements for the acquisition of capital assets would be considered expenditures in METRO's local budget and the modified accrual basis of accounting, but are capitalized as capital assets under full accrual reporting. Conversely, receipts of proceeds from debt financing are a budgetary resource under METRO's local budget and the modified accrual basis of accounting, but are reported as liabilities under full accrual reporting. In the Comprehensive Annual Financial Report (CAFR), a budget-to-actual reconciliation is not required for an enterprise reporting system. The CAFR for the Metropolitan Transit Authority of Harris County is available at www.ridemetro.org.

Fiscal Policies and Principles

The Metropolitan Transit Authority is accountable to its citizens for the use of public dollars. The following policies and principles adopted by management establish the framework for METRO's overall fiscal planning and management to ensure that it fulfills this fiduciary responsibility. They set forth guidelines against which current budgetary performance can be measured and proposals for future programs can be evaluated. METRO's adopted financial and budget policies show the credit rating industry and prospective investors (bond buyers) the Authority's commitment to sound financial management and fiscal integrity. The financial and budget policies also improve the Authority's fiscal stability by helping METRO's management plan fiscal strategy with a consistent approach. Complete Fiscal Policies can be found in the Appendix.

Operating Management Principles

- Recurring operating expenses/expenditures will be funded using recurring operating revenues rather than one-time revenues such as bonds and other debt.
- The budget process is intended to weigh all competing requests for the Authority's resources, within expected fiscal constraints.
- Requests for new, ongoing programs should be made in conjunction with the annual budget process or a budget adjustment process.
- An annual budget approach will be used to provide stability to the day to day operations while allowing budget corrections as unforeseen circumstances arise.
- A five-year forecast of the Authority's revenue and expense forecasts will be prepared at the beginning of each budget process to determine whether the current mix and level of resources are likely to continue to be sufficient to cover current service levels and to provide for long-term strategic planning.
- All departments will participate in the responsibility of meeting policy goals and ensuring long-term financial health.
- Provide sufficient resources to the Contingency Reserve so that they can be used to reasonably respond to critical unforeseen needs of the Authority without requiring the Authority to divert resources from other important services.
- Expenditures from the Contingency Reserve require the approval of the CEO.

Explanation of Consolidated Annual Financial Report (CAFR) Discrepancies

The primary difference between a budget and a CAFR is that while the budget is a plan for the fiscal period primarily showing where income is to be allocated, the CAFR contains the results of the period with previous years' accumulations. A CAFR shows the total of all financial accounting that general-purpose budget reports do not. Additionally, the CAFR gives a detailed showing of assets, liabilities, and investment accounts by category reflecting balances over previous years.

The Metropolitan Transit Authority of Harris County budget document is a blueprint for a "specific grouping" of the Authority departments' spending over the course of an annual financial period. General Purpose Budgets contain both the spending categories of specified units, such as Public Safety, Operations and Customer Service; Planning, Engineering, and Construction; Administration, and Finance, along with estimates of revenues expected to occur during the year, such as investment return, fare revenue, and sales tax. Budgets are usually more limited to the expected costs of running the aforementioned transit operations through available resources as opposed to describing the status of any fixed assets and short term liabilities.

A CAFR is a report of the complete overall financial results of both those "specific groupings" of the Authority's departments that appear in the current fiscal year General Purpose Budget and all other departments. The CAFR can be used along with a budget document to compare the organizations total financial standing to the annual general purpose budget. The CAFR is the complete showing of the financial investment and income records from all sources that reflects what has developed over decades, whereas a budget report is primarily focused on what revenue is expected to be brought in and spent for just the year.

Summary of Significant Accounting Principles and Policies

METRO prepares its financial statements in accordance with generally accepted accounting principles established or approved by the Governmental Accounting Standards Board (GASB), the more significant of which are described below.

Reporting Entity

The Authority is a stand-alone governmental entity as defined by Governmental Accounting Standards Board (GASB) Statement No. 14, *The Financial Reporting Entity*, amended by GASB Statement No. 39, *Determining Whether Certain Organizations Are Component Units*.

Investment Policy

The Authority's investment policy is to minimize interest rate and credit risk by investing a majority of the portfolio in short-term investments such as commercial paper, money market mutual funds and obligations of the United States of America with maturities generally less than two years. Investments not insured or guaranteed by a governmental entity must be rated by a nationally recognized organization with rating not less than AAAM, A-1, P-1, F-1 or equivalent ratings.

METRO has historically maintained a working capital reserve to cover operating and capital expenses. The absolute minimum cash balance is defined by METRO's Board-approved debt policy. The ending balance required by the debt policy is 15% of annualized operating expenditures for the following fiscal year. The complete Investment Policy can be found in the Appendix.

Financing Approach

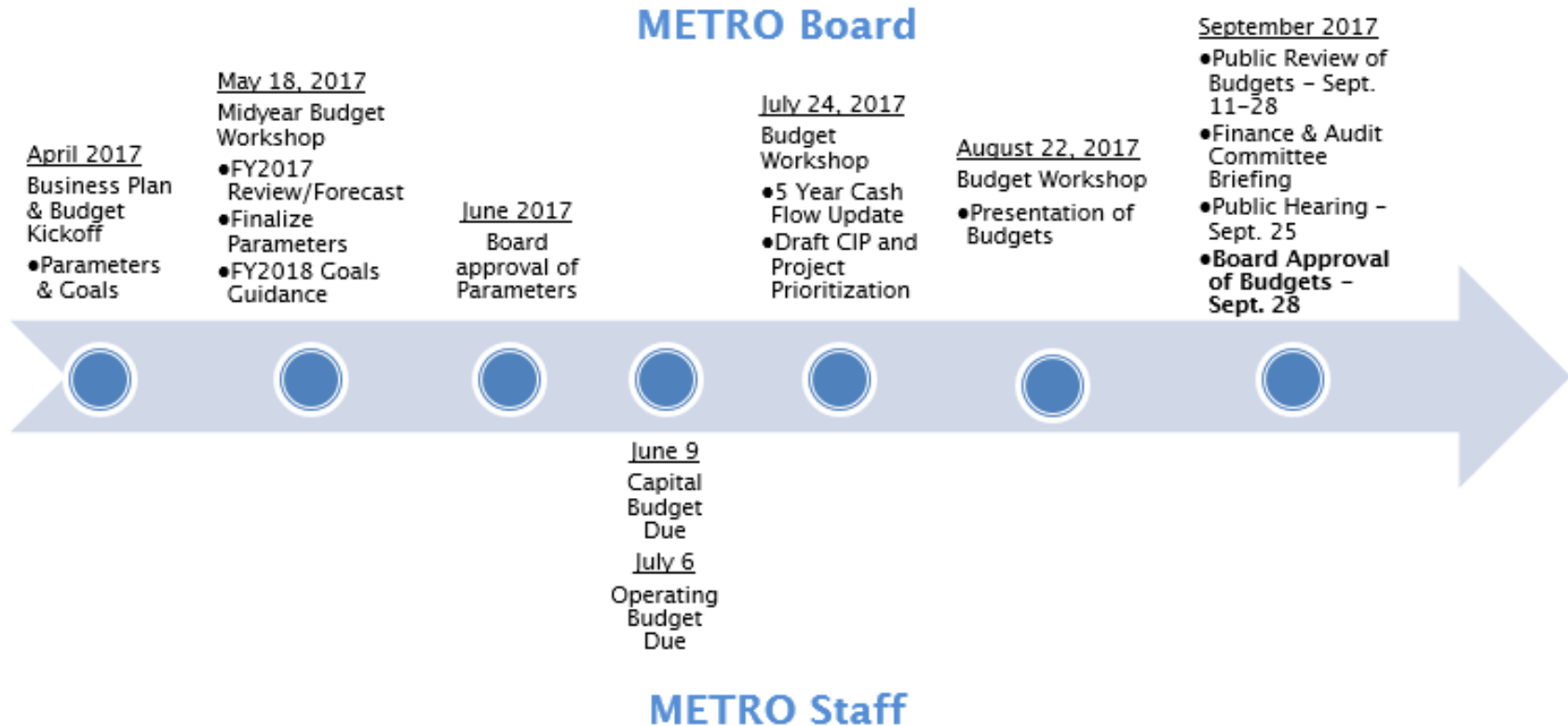
The current method of financing that will be used by METRO is traditional financing. This method of financing pays costs as they are incurred by using traditional bonds, as well as revenue sources comprised of fare revenues, sales tax revenues, federal grants and other sources. The complete Debt Policy can be found in the Appendix.

Underlying Assumptions

The financial analysis in this document was structured around assumptions described in terms of the following major considerations:

- Federal funding and local funding including sales taxes
- Inflation and interest rates
- Bond financing

FY2018 Budget Planning Cycle Timeline



Net Summary

Section 451.102 of the Texas Transportation Code requires the Board of Directors of the Metropolitan Transit Authority to adopt an annual budget which specifies major expenditures by type and amount prior to the commencement of a fiscal year.

The table below shows the four major expenditures by type – Operating, Capital, General Mobility and Debt Service.

Net Summary
Proposed FY2018 Annual Budget
(in millions)

Description	Approved FY2017 Budget	Proposed FY2018 Budget	Change	
Operating Budget	\$ 568.1	\$ 620.1	\$ 52.0	9.2%
Projected Transfer to GMP	169.8	176.8	7.0	4.1%
Capital Budget	178.2	217.7	39.5	22.2%
Debt Service Budget	99.3	97.0	(2.3)	(2.4%)
Total	\$ 1,015.4	\$ 1,111.6	\$ 96.1	9.5%

Operating Budget

The proposed Operating budget is \$620,063,000, an increase of \$52.0 million or 9.2% from the FY2017 approved budget level. The increase reflects a 3% increase in baseline expenses and additional investments in safety, security, and long range planning activities.

General Mobility Program Transfer

The FY2018 projected General Mobility Program (GMP) transfer is \$176,816,000, an increase of \$7.0 million or 4.1% from the prior year. Funds for this budget are deposited monthly into a METRO escrow account as sales tax revenue is collected; GMP partners are then paid from this account as invoices are received.

Capital Budget

The current Capital budget of \$217,718,000 reflects an increase of \$39.5 million or 22.2% from the FY2017 approved budget level. This increase is largely due to a \$32.2 million or 25.0% increase in planned Capital Improvement Program (CIP) expenditures and a \$4.3 million or 9.2% increase in METRORail Completion (MRC) expenditures.



Capital Program
Proposed FY2018 Annual Budget
(in millions)

Description	Approved FY2017 Budget	Proposed FY2018 Budget	Change	
<u>METRORail Completion Program (MRC)</u>				
LRT Lines	\$ 46.523	\$ 51.532	\$ 5.009	11%
Main Street Vehicles & Other	- 0.660	-	(0.660)	(100%)
Total MRC	47.183	51.532	4.349	9.2%
<u>Capital Improvement Program (CIP)</u>				
<u>State of Good Repair</u>				
Bus and Van Acquisitions	54.531	72.926	18.395	34%
State of Good Repair Projects	27.210	33.946	6.736	25%
State of Good Repair - GMP Referendum	0.117	0.234	0.117	100%
Total State of Good Repair	81.858	107.106	25.248	31%
Safety	-	10.000	10.000	0%
Enhancement of Existing Assets	11.986	9.040	(2.946)	(25%)
Universal Accessibility Projects	3.883	10.958	7.075	n/a
Total Enhancement of Existing Assets, Universal Accessibility & Safety Projects	15.869	29.998	14.129	89%
Service Expansion	30.282	23.082	(7.200)	(23.8%)
Total CIP	128.009	160.186	32.177	25%
Non-Obligated Capital Project Fund	3.028	6.000	2.972	N/A
TOTAL Capital Program	\$ 178.220	\$ 217.718	\$ 39.498	22%

The proposed Capital budget of \$217.7 million is allocated in two program categories – the METRORail Completion (MRC) program and the Capital Improvement Program (CIP). The FY2018 budget allots \$51.5 million for the MRC program and \$166.2 million for the CIP program: specifically, \$107.1 million for State of Good Repair projects (including bus acquisitions, METROLift van replacements, bus and facilities improvements and support vehicles), \$30.0 million for projects that enhance existing assets, support the Universal Accessibility and Safety Projects, \$23.1 million for projects relating to service expansion, and \$6.0 million of unallocated funding for projects that are currently not under contract or otherwise obligated.

Debt Service Budget

The proposed budget for debt service is \$97.0 million, a decrease of \$2.3 million or 2.4% from the FY2017 approved budget level. The debt service budget includes principal and interest payments as well as all administrative costs associated with METRO's debt program, including line of credit fees and dealer fees associated with its Commercial Paper program.

METRO's current five-year plan calls for financing future annual bus purchases through additional senior-lien debt (i.e., contractual obligations). In addition, any prospects to decrease METRO's interest expenses through refunding or refinancing are considered on a case-by-case basis as market opportunities present themselves.

Outstanding debt as of the end of FY2017 is estimated at \$1,006.858 million. Tables summarizing METRO's debt position are provided in the Debt Service section of this book.



Sources & Uses of Funds

The FY2018 budget requires \$1.112 billion to fund Operating Expenditures, Debt Service, General Mobility Program (GMP), Capital Improvement Projects (CIP) and the METRORail Completion (MRC) program. The table below summarizes the Sources and Uses of Funds for the FY2018 budget. It categorizes the Authority's operations into two parts - the Operating & Capital Improvement Program and METRORail Completion (MRC). Fund balances carrying over from the previous year are considered sources of funds.

Sources & Uses of Funds (in millions)

	Operating & CIP	METRORail Completion	TOTAL
SOURCES OF FUNDS			
Beginning Fund Balance	\$ 243.799	\$ 25.531	\$ 269.330
<u>Revenues:</u>			
Sales Tax	729.192	-	729.192
Transportation Fares*	63.753	-	63.753
Hot Lanes	7.502	-	7.502
Vanpool	4.919	-	4.919
Grants	102.358	26.001	128.359
Other Income	11.648	-	11.648
Total Revenues	919.372	26.001	945.373
<u>Debt Funding</u>			
Proceeds from Borrowing	69.198	-	69.198
Total Sources of Funds	\$ 1,232.369	\$ 51.532	\$ 1,283.901
USES OF FUNDS			
<u>Expenses:</u>			
Operating Budget	\$ 620.063	-	\$ 620.063
General Mobility Program Transfer	176.816	-	176.816
Capital Improvement Projects**	166.186	-	166.186
MRC Expenditures	-	51.532	51.532
Debt Service	96.973	-	96.973
Total FY2018 Expenses	1,060.037	51.532	1,111.569
Ending Fund Balance	172.331	-	172.331
Total Uses of Funds	\$ 1,232.369	\$ 51.532	\$ 1,283.901
* Includes Fixed Route and METROLift Revenues			
** Includes only Non-METRORail projects such as Universal Accessibility Projects			

Funding of Operating and Capital Improvement Projects

The Operating Budget of \$620.1 million, GMP transfer of \$176.8 million, Capital Projects including Universal Accessibility and Safety Projects of \$217.7 million and Debt Service expenses of \$97.0 million will be largely funded from several revenue sources (including sales tax receipts, transportation fares, vanpool revenues, operating and capital grants and other income) totaling \$945.4 million and proceeds received from borrowing of \$69.2 million. The METRO Board-approved Debt Policy, which can be found in the appendix, adopted in June 2005 sets the minimum target fiscal year ending fund balance (cash and investment portfolio) at 15% of the forward 12 month operating expenditures. Thus, the projected FY2018 year-end general fund of \$183.3 million includes a total of \$91.5 million, a reserve available to assist in the funding of the operating and non-MRC capital expenditures. In addition, the METRO Board requested an additional 10% of the forward 12 month operating expenditures to be reserved and another \$10 million reserve as directed by the board. Thus, the FY2018 year-end general fund balance also includes an additional \$71.0 million similarly available to assist with the funding of such expenditures. In total, METRO has earmarked \$162.5 million to be available in the event of an emergency.

Funding of the METRORail Completion Program

The FY2018 budget for METRORail Completion is \$51.5 million. The funding sources are grant revenues of \$26.0 million and the balance of \$25.5 million to be drawn from the fund balance.

Sources of METRO Funds (in millions)	Fiscal Year 2018							TOTAL
	Operations	General Mobility	Debt Service	METRORail Completion	Bus/Van Replacements	Capital Improvement	Reserves	
Sales Tax	455	177	97					729
Farebox	64							64
HOT Lanes	8							8
Vanpool	5							5
Grants	76			26	3	23		128
Borrowing					69			69
Other	2						9	12
Fund Balance	10			26		71	163	269
TOTAL	620	177	97	52	73	93	172	1,284



Statement of Net Assets

The table below shows the Authority's Statement of Net Assets as of fiscal year's ending September 30, 2016, 2017, and 2018.

Statement of Net Assets

(in millions)

	FY2016	FY2017	FY2017	FY2018
	Actual	Budget	Estimate	Estimate
	9/30/2016	9/30/2017	9/30/2017	9/30/2018
Assets				
Cash	\$ 6.290	\$ 5.000	\$ 2.614	\$ 5.000
Receivables	136.420	137.411	139.378	140.000
Inventory	32.775	30.000	33.620	34.000
Investments	421.408	310.000	408.827	305.832
Other Assets	7.876	12.000	9.004	10.000
Debt Issuance Costs	-	-	-	-
Property Net of Depreciation	2,679.735	2,693.625	2,580.533	2,513.860
Land & Improvements	359.462	380.000	350.956	342.556
Total Assets	\$ 3,643.967	\$ 3,568.036	\$ 3,524.931	\$ 3,351.248
Deferred Outflow of Resources*	110.710	62.000	110.710	110.710
Liabilities				
Trade Payables	\$ 114.036	\$ 80.000	\$ 47.530	\$ 80.000
Accrued Payroll	29.492	30.000	30.626	30.000
Short-Term Debt	117.400	113.825	116.400	115.000
Long-Term Liabilities	1,654.211	1,430.556	1,820.421	1,543.243
Other Liabilities	31.908	50.000	31.801	50.000
Total Liabilities	\$ 1,947.047	\$ 1,704.381	\$ 2,046.779	\$ 1,818.243
Deferred Inflow of Resources	-	-	-	-
Net Assets - Retained	\$ 1,807.630	\$ 1,925.655	\$ 1,588.863	\$ 1,643.716
Total Liabilities and Net Assets	\$ 3,754.677	\$ 3,630.036	\$ 3,635.641	\$ 3,461.959

Note:

* A deferred outflow of resources is defined by the Governmental Accountability Standards Board as "a consumption of net assets by the government that is applicable to a future reporting period," and a deferred inflow of resources is defined as "an acquisition of net assets by the government that is applicable to a future reporting period."

The deferred outflow for FY2017 includes [1] Mark-to-Market (MTM) values of outstanding diesel fuel SWAP agreements at the fiscal year end (\$1,394,262), [2] defined benefit pension plan contributions (\$37,803,664), [3] the net difference between the defeased liabilities, related investment issuance costs and new liabilities (\$16,991,634), and [4] Union Pension Plan (\$54,520,877). These items will be recognized as expenses in future periods to which they relate.



Five Year Sources and Uses Summary

The table below shows an overall financial projection for the next five years to FY2022.

Five Year Sources and Uses Summary

(\$ in Thousands)

	2017	2018	2019	2020	2021	2022
SOURCES OF FUNDS						
Revenues						
Gross Sales Tax (includes Increment)	\$ 692,823	\$ 729,192	\$ 772,289	\$ 815,344	\$ 859,970	\$ 908,045
GMP Transfer	(172,269)	(176,816)	(182,203)	(187,585)	(193,163)	(199,172)
Net Sales Tax Available to METRO	\$ 520,554	\$ 552,376	\$ 590,086	\$ 627,760	\$ 666,807	\$ 708,873
Farebox	\$ 63,753	\$ 63,753	\$ 63,753	\$ 63,753	\$ 63,753	\$ 63,753
Vanpool	2,844	4,919	4,919	4,919	4,919	4,919
HOT Lanes	7,502	7,502	7,577	7,653	7,729	7,807
Misc. & Other	8,648	11,648	8,734	8,734	8,734	8,734
Grants						
Service-Related Grants (Formula - Capital Maintenance)	\$ 76,000	\$ 76,137	\$ 75,540	\$ 75,236	\$ 77,986	\$ 77,725
Capital Grants (Formula & Discretionary)	24,572	26,221	28,478	19,319	23,449	12,411
FFGA Funds	9,307	26,001	9,235	7,426	11,324	18,790
True-Up	-	-	-	(1,768)	(10,064)	(18,790)
Financing						
Bus Financing	\$ 51,353	\$ 69,198	\$ 42,189	\$ 48,491	\$ 34,039	\$ 57,139
Farebox Replacement Financing	-	-	18,702	10,779	-	-
Safety Projects Financing	-	-	-	-	-	-
SOGR Financing	-	-	15,000	35,000	18,500	-
TOTAL ANNUAL SOURCES OF FUNDS	\$ 764,533	\$ 837,755	\$ 864,213	\$ 907,302	\$ 907,176	\$ 941,361
USES OF FUNDS						
Sales & Use Tax Bonds, KO's, and CP Program Debt Service	\$ 88,016	\$ 96,505	\$ 98,845	\$ 123,383	\$ 122,094	\$ 116,791
Debt Reduction - GMP Referendum Increment	-	468	2,741	5,435	8,126	10,915
Total Debt Service Expense	\$ 88,016	\$ 96,973	\$ 101,586	\$ 128,818	\$ 130,220	\$ 127,706
General Bus Current Service	\$ 410,514	\$ 425,735	\$ 444,846	\$ 455,743	\$ 468,858	\$ 478,235
Bus Service - GMP Referendum Increment	-	234	1,371	2,717	4,063	5,457
MetroLift	66,343	68,334	70,384	72,495	74,670	78,403
Star Van Pool	12,933	13,321	13,321	13,321	13,321	13,321
Rail	63,849	65,764	67,079	68,421	69,789	71,185
HOT Lanes	8,947	9,215	9,215	9,215	9,215	9,215
New Bus Network	4,125	5,085	-	-	-	-
Safety Costs	-	5,511	-	-	-	-
Increased Bus Service (Uptown Dedicated, Local, and P&R buses)	-	-	2,000	4,000	-	-
Allowance for Super Bowl 2017	1,360	-	-	-	-	-
Long Range Plan (LRP) Development	-	4,300	-	-	-	-
Draft LRP Public Outreach	-	2,664	-	-	-	-
Final LRP Public Engagement & Education	-	2,500	-	-	-	-
Bond Referendum Education	-	3,400	3,901	-	-	-
Bond Referendum Legal Expenses	-	1,000	900	-	-	-
Allowance for Real Estate Fund Investments	-	3,000	-	-	-	-
Budget Savings	(14,000)	-	-	-	-	-
Potential Expenses from Hurricane Harvey	1,000	10,000	-	-	-	-
Operating Expenses	\$ 555,071	\$ 620,063	\$ 613,017	\$ 625,913	\$ 639,916	\$ 655,817
NET PRIOR TO CAPITAL EXPENSES	\$ 121,446	\$ 120,719	\$ 149,611	\$ 152,571	\$ 137,039	\$ 157,838
Capital Program Expenses						
METROrail Completion (incl. H4 LRV's)	\$ 20,974	\$ 51,532	\$ 16,297	\$ 13,041	\$ 19,253	\$ 33,521
Enhancement to Existing Assets	9,405	9,040	7,356	6,783	6,320	-
Service Expansion	20,619	23,057	44,914	18,969	10,032	-
Uptown Dedicated Bus Lanes Vehicles	-	25	14,381	-	-	-
Universal Accessibility Projects	4,345	10,958	11,379	12,364	13,918	15,578
State of Good Repair Projects	31,931	39,946	20,583	14,475	17,773	13,784
State of Good Repair - GMP Referendum	-	234	1,371	2,717	4,063	5,457
Bus Purchases	54,550	72,926	37,511	52,391	37,993	61,289
Farebox Replacement	-	-	1,923	13,779	13,779	-
Safety Projects	-	10,000	10,000	10,000	10,000	10,000
Total Capital Program Expenses	\$ 141,824	\$ 217,718	\$ 165,715	\$ 144,519	\$ 133,131	\$ 139,629
TOTAL ANNUAL USES OF FUNDS	\$ 784,911	\$ 934,754	\$ 880,317	\$ 899,250	\$ 903,267	\$ 923,152
NET FLOW OF FUNDS	\$ (20,378)	\$ (96,999)	\$ (16,104)	\$ 8,052	\$ 3,908	\$ 18,209



Five Year Sources and Uses Summary continued

RECONCILIATION OF CASH POSITION

BEGINNING CASH BALANCE (Net Prior Year Accruals)	\$ 289,708	\$ 269,330	\$ 172,331	\$ 156,227	\$ 164,279	\$ 168,187
NET FLOW OF FUNDS	(20,378)	(96,999)	(16,104)	8,052	3,908	18,209
ENDING CASH BALANCE (includes Operating Reserves)	\$ 269,330	\$ 172,331	\$ 156,227	\$ 164,279	\$ 168,187	\$ 186,396
Required Fund Balance - 15% Operating Reserves	83,261	93,010	91,953	93,887	95,987	98,373
Additional Fund Balance - 10% Operating Reserves	55,507	62,006	61,302	62,591	63,992	65,582
Additional Operating Reserve	10,000	-	2,500	7,500	7,500	10,000
Total Operating Reserves	148,768	155,016	155,754	163,978	167,479	173,954
Ending Cash Net of Reserves	\$ 120,562	\$ 17,315	\$ 473	\$ 300	\$ 708	\$ 12,441
Debt Coverage Multiple	5.51	5.18	5.27	5.13	5.11	5.28

DEBT RECAP

BUS DEBT OUTSTANDING	279,872	306,327	322,684	339,140	333,089	361,437
RAIL DEBT OUTSTANDING	559,670	639,190	639,070	623,060	601,518	573,800
2015 SERIES A BONDS OUTSTANDING	51,116	40,899	21,913	-	-	-
COMMERCIAL PAPER OUTSTANDING	116,200	115,000	113,900	112,800	103,600	91,700
TOTAL DEBT OUTSTANDING	\$1,006,858	\$1,101,416	\$1,097,567	\$1,075,000	\$1,038,207	\$1,026,937



Statement of Revenues, Expenses, and Changes in Net Assets

The table below – Statement of Revenues, Expenses and Changes in Net Assets – uses the Comprehensive Annual Financial Report (CAFR) format and is prepared using the economic resources focus and the accrual basis of accounting – revenues are recognized when earned and expenses are recognized when incurred. All the current year’s revenues and expenses are included regardless of when the cash is received or paid.

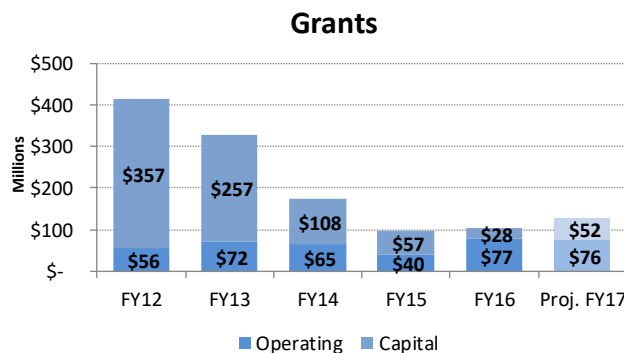
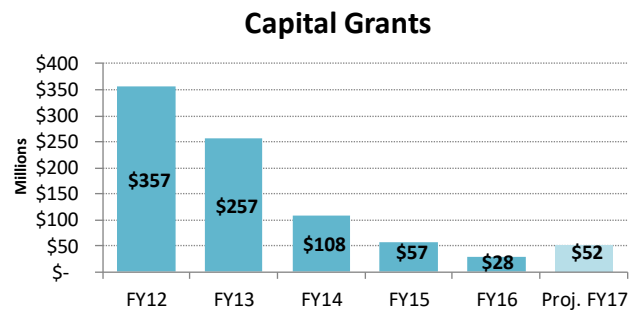
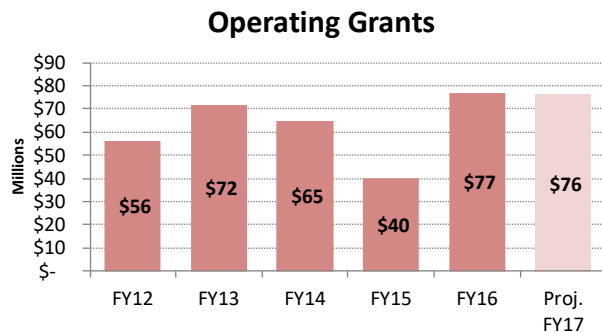
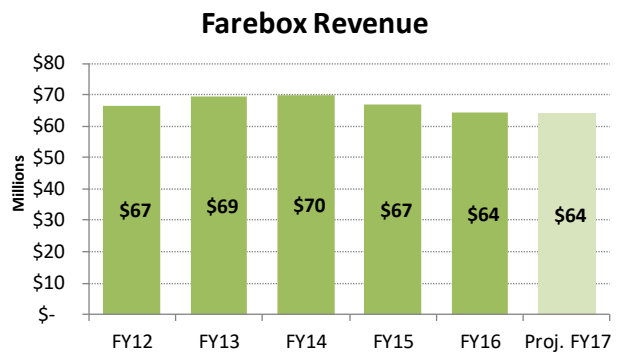
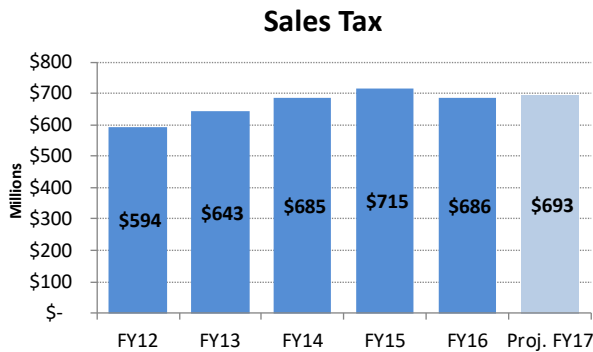
Statement of Revenues, Expenses and Changes in Net Assets (in millions)

	FY2016 Actual	FY2017 Budget	FY2017 Estimate	FY2018 Estimate
REVENUES				
Operating Revenues:				
<u>Revenues:</u>				
Transportation Fares	64.272	67.729	63.753	63.753
HOT Lane & Special Events Revenues	7.780	8.453	7.502	7.502
Vanpool Revenues	-	5.466	2.844	4.919
Total Operating Revenues	72.052	81.648	71.255	76.174
Operating Expenses:				
Transit Operating	570.871	568.072	555.071	620.063
Depreciation and Amortization	212.338	183.470	198.884	208.829
Total Operating Expenses	783.209	751.541	753.955	828.892
Operating Loss	\$ (711.157)	\$ (669.893)	\$ (682.700)	\$ (752.718)
Non-Operating Revenues (Expenses):				
Sales Tax	\$ 686.102	\$ 679.367	\$ 692.823	\$ 729.192
Investment Income	1.220	2.000	2.200	2.200
Inter-Government Revenue	1.957	1.726	1.726	7.722
Non-capitalized Interest Expense	(43.110)	(17.501)	(1.500)	(1.500)
Other Income	2.585	2.617	4.722	1.726
Grant Proceeds - Operating	75.229	69.460	76.000	76.137
Local Infrastructure Assistance/GMP	(209.465)	(169.842)	(172.269)	(176.816)
Loss for Asset Impairments	-	-	-	-
Gain (Loss) on Sale for Disposal of Assets	(7.156)	-	(173.648)	116.689
Total Non-Operating Revenues	\$ 507.363	\$ 567.827	\$ 430.054	\$ 755.351
Gain/(Loss) before Capital Grants	\$ (203.794)	\$ (102.066)	\$ (252.647)	\$ 2.632
Capital Grant Proceeds	28.331	49.16885	33.879	52.222
Changes in net assets	(175.463)	(52.898)	(218.768)	54.854
Net Assets - beginning of the year	1,983.094	1,978.554	1,807.630	1,588.863
Net Assets - end of the year	1,807.630	1,925.655	1,588.863	1,643.716

Revenues

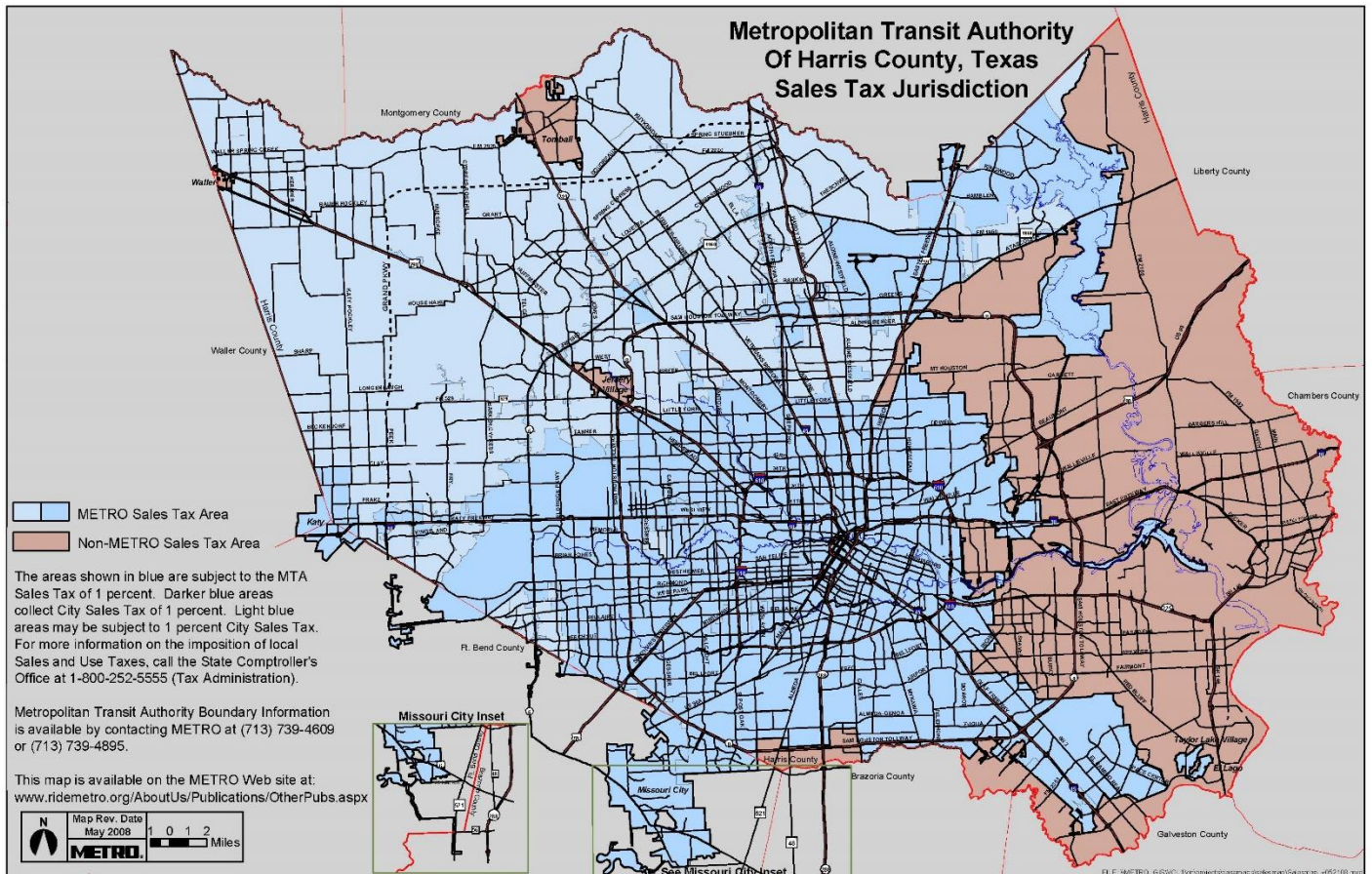
The Texas Transportation Code authorizes METRO to impose fares, tolls, charges, rents, and other compensation in amounts sufficient to produce revenue, together with sales tax revenue received by the Authority, in an amount adequate to: (1) pay all expenses necessary to operate and maintain its transit system; (2) pay debt service, sinking fund and reserve fund payments (agreed to be made with respect to all Authority obligations payable in whole or part from such revenue) when due; and (3) fulfill the terms of any other agreement with the holders of any such obligations. The total of compensation and sales taxes imposed may not exceed the amounts necessary to produce revenue sufficient to meet the obligations of the Authority under Chapter 451, Texas Transportation Code.

Available funding sources include: sales tax, farebox, and miscellaneous revenue; investment income, and federal grants. The graphs below show the actual and estimated revenues by the largest funding sources for the past six years.



Sales Tax

METRO's primary source of revenue is a dedicated one percent tax on all taxable sales within the METRO service area, which includes the cities of Houston, Bellaire, Bunker Hill Village, El Lago, Hedwig Village, Hilshire Village, Humble, Hunters Creek Village, Katy, Missouri City, Piney Point Village, Southside Place, Spring Valley Village, Taylor Lake Village, and West University Place, plus major portions of unincorporated Harris County.



When METRO was created, service area voters approved the tax via referendum. METRO has collected the tax since 1978. This tax currently provides METRO well over \$600 million per year. Sales tax projections are developed by Dr. William (Bill) Gilmer of the Institute for Regional Forecasting at the Bauer College of Business at the University of Houston.

A portion of METRO's sales and use tax revenues are dedicated to the member entities through a contract with the voters for street improvements, mobility projects, and other facilities. These dedicated funds and their associated projects are locally known as the General Mobility Program (GMP). The Comptroller for the State of Texas collects and distributes these amounts to the appropriate governmental organizations with funding normally occurring within approximately 60 days from date of the sale. The amount of sales tax transferred to the GMP is based on the FY2014 level of GMP funds plus half of the difference between the FY2014 level and 25% of the total sales tax revenue METRO receives. The largest risk to METRO's ability to receive projected sales tax would be reduced economic activity, especially relating to oil and gas activity. Actual and projected total sales tax revenues through 2022 can be found in the Appendix.

Farebox Revenue

The second source of revenues is farebox revenues. In 1985, METRO’s fare was \$0.55. Over the years, the fare has been increased by \$0.10, \$0.20, and in 1994 by \$0.15, which resulted in a fare of \$1.00. In conjunction with the implementation of new fare collection technology in 2008, METRO made changes to its fare structure and levels to begin regular improvement of its fare recovery ratio. The fare structure was simplified and most discounts were eliminated or reduced (except those required by law). On November 2, 2008, METRO’s local base fare (bus and rail) increased \$0.25 to \$1.25 and premium services increased between \$0.50 and \$1.00 per trip as well. The METROLift base fare also increased on February 1, 2016, from \$1.15 to \$1.25 for trips within the service area mandated by the Americans with Disabilities Act (ADA). The cost for trips outside the ADA service area but within the METRO service area increased from \$1.15 to \$2.50 each way, offset by making all fixed-route service free for METROLift riders. Despite these fare increases, METRO has one of the lowest fares in the country, as shown on the Comparative Base Fares map in the Appendix. METRO has no plans to increase either fixed-route or paratransit fare in FY2018.

Current Fares: Fiscal Year 2017

	Full Fare	Discounted Fare
Local/METROrail	\$1.25	\$0.60
Park & Ride Zone 1	\$2.00	\$1.00
Park & Ride Zone 2	\$3.25	\$1.60
Park & Ride Zone 3	\$3.75	\$1.85
Park & Ride Zone 4	\$4.50	\$2.25
METROLift (paratransit)		
Inside ADA Service Area	\$1.25	
Outside ADA Service Area	\$2.50	

Riders Eligible for Discounted or Free Fixed-Route Fares

Discounted Fare	Free Fare
Senior citizens (aged 65-69)	Senior citizens aged 70+
Students aged six - college	Children aged five and under
Disabled riders who do not qualify for paratransit	METROLift riders
Medicare cardholders	Qualified veterans
	Jurors with their summons or jury pass (if selected)

Miscellaneous Revenue and Investment Income

METRO's other sources of revenues outside of grants are Miscellaneous Revenue and Investment Income. Miscellaneous Revenue includes income from such sources as High Occupancy/Toll (HOT) Lanes, parking, right-of-way easement leases, and concessions at Park & Ride lots, whereas METRO receives Investment Income from its portfolio. A complete Investment Policy can be found in the Appendix.

Federal Grants

METRO receives federal grant funds from several categories, including Section 5307 – Urbanized Area Formula funds; Section 5309 – New Starts; Section 5309 – Fixed Guideway Modernization; Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities; Section 5337 – State of Good Repair, Section 5339 – Bus and Bus Facilities; Congestion Mitigation/Air Quality Improvement Program (CMAQ); and Surface Transportation Program (STP). Federal Highway Administration (FHWA) CMAQ and STP funds are highway funds that can be flexed from highways to transit to fund projects that will improve air quality, reduce congestion, or improve regional mobility.

When programmed by the Transportation Policy Council (TPC) of the Houston-Galveston Area Council (H-GAC), the CMAQ grant program may be applied to capital projects and to support operations of some transit services, including programmed receipts for the Clean Vehicle Program, bike racks, and Signature Bus Service; the STP funds may be applied to transit capital projects.

Federal Transit Administration Grants

The FTA plays an essential role in funding capital projects and certain operating expenses through two types of grant programs: formula grants and discretionary grants. Formula grants are awarded based on demographics, service levels, and ridership. Discretionary grants are awarded based on meeting application requirements and selected using criteria specific to each program. The following FTA grant programs are included in the development of the financial plan:

Section 5307 – Urbanized Area Formula Funds

These formula grants are mainly limited to capital expenses; however, federal regulations allow preventative maintenance expenses in the operating budget to be considered as “capital.” Factors in the formula that allocates grants to urbanized areas were estimated based on annual growth in total Section 5307 funds, adjusted to account for METRO's larger transit service and demographic base.

Section 5309 - Fixed Guideway Modernization

These formula grants provide capital funds for modes of transportation using fixed guideways, such as light rail, HOV/HOT lanes, and commuter rail.

Section 5309 - New Starts

These discretionary grants provide capital funds for modes of transportation using fixed guideways, such as light rail, HOV/HOT lanes, and commuter rail. METRO's Full Funding grant agreement that provided 60% of the funding of the North line (extension of the Red Line) and 55% of the funding of the Southeast (Purple) line falls into this category.

Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities

This grant program provides formula funding to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. METRO is both a direct recipient of Section 5310 funds as well as the manager of funds provided to area nonprofit agencies to meet the transportation needs of seniors and/or people with disabilities. The latter funds are considered “pass-through funds” and are not included in METRO’s grant revenue estimates.

Section 5337 – State of Good Repair

This grant program provides formula funding for maintenance, replacement, and rehabilitation projects for light rail, bus rapid transit, and bus systems to help transit agencies maintain their assets in a state of good repair.

Section 5339 – Bus and Bus Facilities

This grant program provides formula funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

Congestion Mitigation/Air Quality Improvement Program (CMAQ)

This grant program is applied to capital projects and support in the operation of some transit services.



Operating Budget

The Authority Act requires the Board to adopt an annual operating budget of all major expenditures by type and amount for each fiscal year before conducting any business in the fiscal year. The Authority must hold a public hearing on each proposed annual operating budget, or any amendment to the budget, before adopting the budget or amendment. The proposed budgets are always made available to the public to review 14 days prior to the public hearing, via electronic copy on www.RideMETRO.org or hard copy at METRO's headquarters.

Public Hearing for FY2018 Operating & Capital Budgets

The Public Hearing for METRO's FY2018 Operating & Capital Budgets will be held on Monday, September 25, 2017, at noon in the METRO Board Room on the 2nd Floor at 1900 Main Street in Houston, Texas.

METRO's FY2018 Operating & Capital Budgets are currently available for public review at METRO headquarters at 1900 Main Street on the 14th Floor by contacting Recá Perry at 713-739-4879. Also, you are urged to visit METRO's website RideMETRO.org to view the document and make comments.

The Authority constantly manages performance against its budget. Detailed financial reports are produced monthly for review by the Board of Directors. Each department also produces quarterly reports and meets with the Chief Executive Officer and Chief Operating Officer to review the departmental budget performance.

METRO budgets its Total Operating Expenses for each fiscal year, which runs October 1 through September 30. "Total Operating Expense" is the sum of all employee labor, the cost of supporting that labor (e.g. insurance, space, utilities), and the direct costs to operate and maintain the bus and rail system. These direct costs not only include parts, fuel, tires, batteries, etc., but also purchased transportation (contracting with outside vendors to provide bus or METROLift service) and support vehicles (such as police cars and street supervisors' vehicles). Last, Total Operating Expense includes labor expenses of METRO employees performing work on capital improvement projects.

Operating and Maintenance (O&M) Costs

METRO uses a cost allocation methodology, termed the Cost Allocation Model, for estimating its systemwide operating and maintenance costs that are used as inputs to the cost-effectiveness and operating efficiencies criteria. This method uses actual METRO operating experience as the foundation for the estimates and is described in more detail below.

Selection of Key Driving Supply Variables

The Cost Allocation Model tracks actual operating expenses and service levels by three major categories – Operations, Maintenance, and General Administration – and many subcategories. The Cost Allocation Model also allocates expenditures across many transit modes, such as METRO-operated Local service or contractor-operated Park & Ride service. This tracking method gives METRO the current cost of providing each service type and allows METRO to accurately estimate the cost of future levels of service.

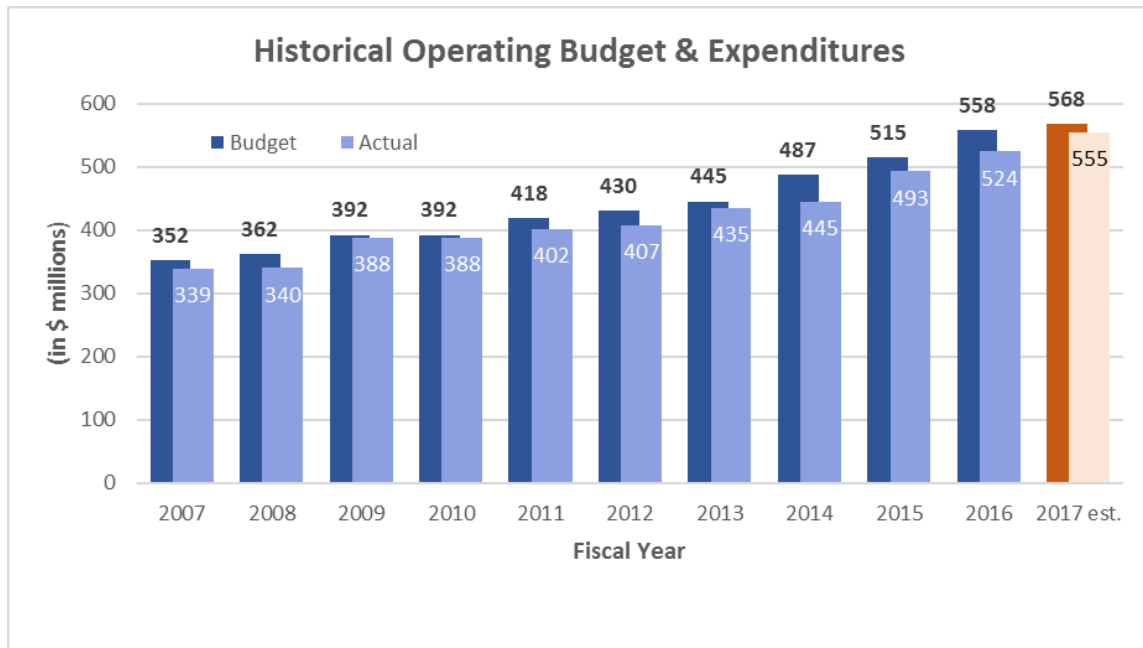
METRO's Cost Allocation Model allocates cost on many driving variables, called allocation bases. METRO then rolls up this detail into a three-factor model for forecasting bus O&M costs (to be consistent with FTA methodologies) and a five-factor model for rail operating costs.

The key driving variables for forecasting bus O&M costs are revenue hours, revenue miles, and peak vehicles. In general, operations-related costs are allocated in the Cost Allocation Model to the various bus modes on scheduled revenue hours, scheduled vehicle hours, or scheduled operator pay hours. Since the travel demand model provides estimates of scheduled revenue hours for each mode, this factor is used as the key driving factor for bus operations costs. Bus maintenance costs are generally allocated on scheduled vehicle miles in the Cost Allocation Model. The key driving variable for the forecasts is scheduled revenue miles, since this is the corresponding output provided by the travel demand model. Administrative costs and facility maintenance costs are allocated on a variety of bases – depending on the type of costs – including ridership by mode, peak vehicles by mode, and number of Park & Ride lots. In the forecasts, these costs are driven by the future peak vehicles by mode.

Rail operating and maintenance costs are booked separately in METRO’s financial system and can, therefore, be allocated directly to the light rail service mode. The method of estimating light rail operating factors is similar to that of bus service. Service factors are highly influenced by the rail alignment definition (directional route miles, number of stations, yard/shop/operations and facilities), in addition to the travel demand forecasts (peak vehicles required, vehicle miles, and vehicle hours.) METRO uses a five-factor model to estimate light rail O&M costs to accurately capture changes in service characteristics over time. The five driving variables used are: revenue train hours, revenue car miles, peak vehicles, stations, and guideway miles.

Substantial risks that could cause a variance between actual and budgeted expenses include possible increases in pension or other employee benefit funding requirements; possible increases in non-hedged energy costs or failures of hedges; increased costs from possible future storm damage; and other risks that cannot be predicted or avoided.

METRO has a history of conservative budgeting leading to solid financial performance, ending each fiscal year since 2007 with an operating budget surplus. The chart below shows how METRO has a demonstrated history of budgetary compliance.



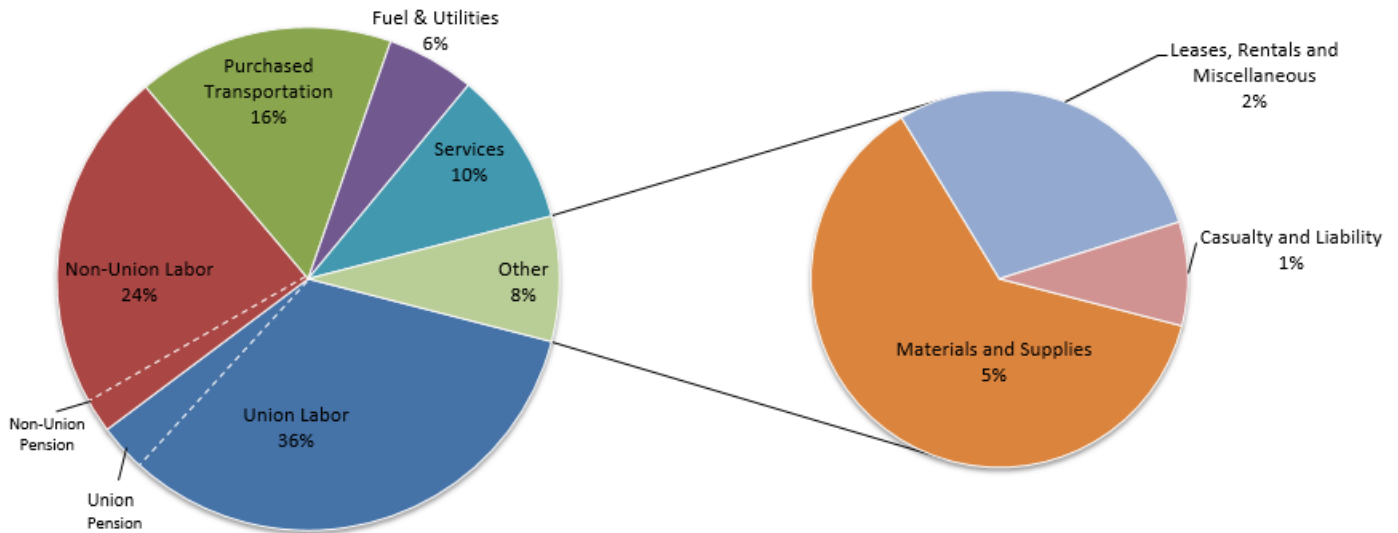


Operating Budget by Cost Category

	FY2016 Actual	FY2017 Budget	FY2017 Estimate	FY2018 Budget	Budget-to-Budget Variance	
					\$	%
Wages	\$ 128,734,137	\$ 135,271,695	\$ 134,754,107	\$ 139,516,147	\$ 4,244,452	3.1%
Union Fringe Benefits	69,579,454	75,399,028	75,226,145	81,745,941	6,346,913	8.4%
Subtotal Union Labor	\$ 198,313,591	\$ 210,670,723	\$ 209,980,252	\$ 221,262,087	\$ 10,591,364	5.0%
Salaries and Non-Union Wages	89,776,179	95,434,787	94,639,482	103,932,927	8,498,140	8.9%
Non-Union Fringe Benefits	39,533,433	41,271,475	42,202,208	44,841,840	3,570,365	8.7%
Subtotal Non-Union Labor	\$ 129,309,612	\$ 136,706,262	\$ 136,841,690	\$ 148,774,767	\$ 12,068,505	8.8%
Allocation to Capital and GMP	\$ (14,461,929)	(11,142,276)	(10,234,129)	(10,628,670)	513,606	(4.6%)
Subtotal Labor and Fringe Benefits	\$ 313,161,274	\$ 336,234,709	\$ 336,587,813	\$ 359,408,184	\$ 23,173,475	6.9%
Services	36,407,433	45,095,092	41,478,957	61,730,032	16,634,940	36.9%
Materials and Supplies	26,309,298	26,908,123	27,069,296	30,949,679	4,041,556	15.0%
Fuel and Utilities	46,660,671	41,729,948	38,678,355	35,140,377	(6,589,571)	(15.8%)
Casualty and Liability	3,097,967	4,260,078	4,400,379	4,412,343	152,265	3.6%
Purchased Transportation	92,697,358	101,176,604	97,083,228	102,232,281	1,055,677	1.0%
Leases, Rentals and Miscellaneous	7,174,931	10,233,234	9,839,757	14,320,188	4,086,954	39.9%
Subtotal Non-Labor	\$ 212,347,658	\$ 229,403,079	\$ 218,549,972	\$ 248,784,900	\$ 19,381,821	8.4%
Subtotal Labor and Non-Labor	\$ 525,508,932	\$ 565,637,788	\$ 555,137,785	\$ 608,193,084	\$ 42,555,296	7.5%
Contingency	-	2,500,000	-	12,500,000	10,000,000	400.0%
Cost Recovery	-	-	-	-	-	N/A
Allocation to Capital and GMP	(1,489,601)	(66,785)	(66,785)	(630,084)	(563,299)	843.5%
Total Operating Expenses	\$ 524,019,331	\$ 568,071,003	\$ 555,071,000	\$ 620,063,000	\$ 51,991,997	9.2%

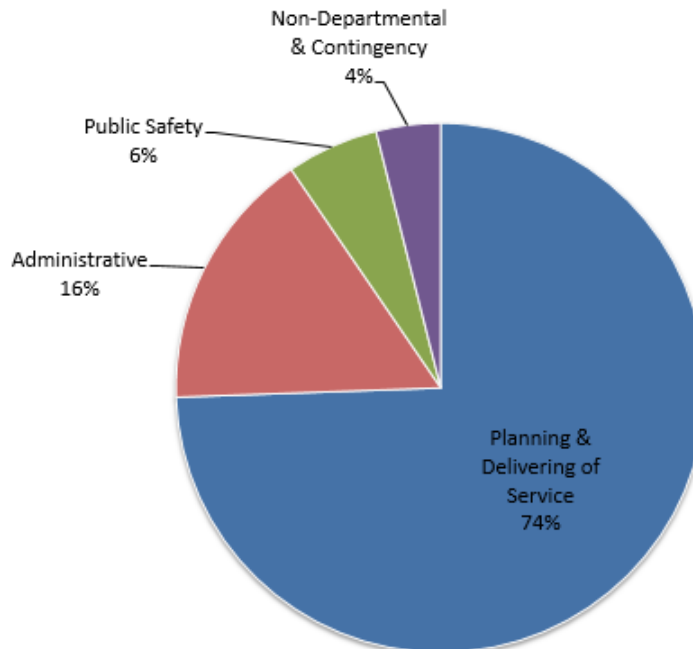
FY 2018 Operating Budget Breakdown

By Cost Category



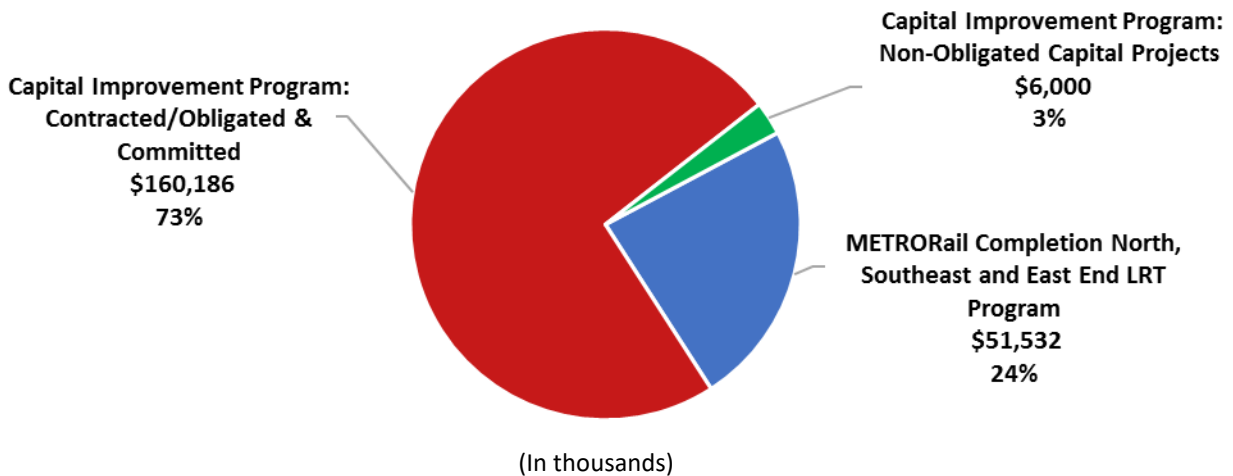
NOTE: Non-Union Pension represents 2.3% of total operating budget. Union Pension represents 3.0% of total operating budget.

By Function



Capital Budget

METRO's FY2018 Capital Programs: \$217,718,000



Capitalization Policy

The Authority's overall capitalization policy requires expenditures to be capitalized when they exceed \$5,000 and (a) the useful life of the asset acquired exceeds one year and/or (b) the useful life of an existing asset is increased beyond its original useful life. Please see the appendix for complete Capitalization Guidelines.

FY2018 Capital Budget and 5 Year Capital Program Plan

METRO's Capital Programs consist of the METRORail Completion (MRC) Program and the Capital Improvement Program (CIP). It is the first year of the five-year plan that comprises the FY2018 budgets.

The Capital Improvement Program includes \$160.2 million for funding of Contracted/Obligated or Committed projects in FY2018.

A CIP project is considered Contracted/Obligated or Committed, if the project meets any of the following criteria:

- Involves a predominantly procured item and is under active contract.
- Has progressed beyond the Planning and Engineering/Design phase and is under contract for construction.
- Has a commitment or agreement with another external entity to advance the project, but not under contract.



If a project is Non-Obligated, it may be funded from the \$6.0 million Non-Obligated Capital Project funds included in the FY2018 Budget. After internal review and recommendation, a project may be presented to the METRO Board for approval to move forward from the development phase into active status.

In order to do so, METRO executives convene a Capital Budget Review Committee meeting, or a series of meetings, to thoroughly review the project request using a company-wide Capital Project Ranking Model that assesses and vets the project from a standpoint of:

- Universal Accessibility
- Investment in Safety
- Investment in Security
- Maintains a State of Good Repair
- Reduced Operating Costs
- Greater Community Benefit
- Increased METRO Ridership.

If the project meets the intent of METRO’s goals and results in a high score using the ranking model, the Capital Budget Review Committee can then recommend that the project be presented to the METRO Board for approval to move forward.

A Capital Improvement Project is considered a Non-Obligated Capital Project, if the project is:

- Predominantly a procured item and is not yet under contract.
- Currently in the early Planning and Engineering/Design phase and requires additional scoping before being assigned as a capital project.
- Included in the out-years of the current Five Year CIP, and not currently under contract. In some cases, a multi-year project may be obligated in the first year only.

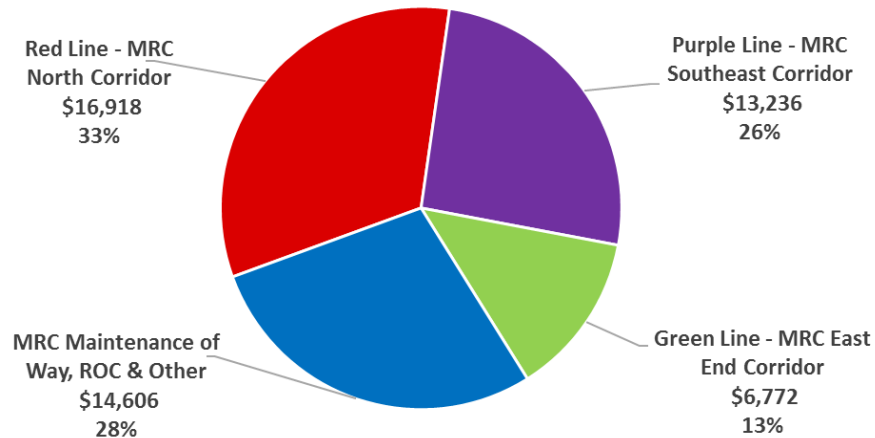
Five Year Capital Program Plan

The following reflects METRO’s 5 Year Capital Program plan:

<u>PROJECTS (in thousands)</u>	<u>FY2018 Budget</u>	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>
METRO Rail Completion					
Phase 1: North, Southeast and East End LRT Program	36,926	2	-	-	-
Phase 2: LRVs, ROC & MOW Facilities	14,606	16,295	13,041	19,253	33,521
METRO Rail Completion - Total	\$ 51,532	\$ 16,297	\$ 13,041	\$ 19,253	\$ 33,521
Capital Improvement Program	160,186	143,418	125,478	113,878	97,651
Contracted/Obligated & Committed					
Capital Improvement Program	6,000	6,000	6,000	-	8,457
Non-Obligated Capital Project Fund					
Total Projects	\$ 320,782	\$ 198,309	\$ 170,601	\$ 171,637	\$ 206,671

METRORail Completion Program

FY2018 METRORail Completion Budget: \$51,532,000



(In thousands)

The METRORail Completion program (MRC) began with Phase 1 of METRO’s existing LRT system that added three lines (North, Southeast, and East End). This program included the design and construction of approximately 15 miles of LRT, 24 LRT stations, a storage facility at the Southeast line, a service and inspection facility at the East End line, and the procurement of 39 Light Rail Vehicles (LRV) for the opening-day fleets.

The program also includes additions to the existing Red Line and upgrade of the existing Rail Operations Center (ROC). The Harrisburg overpass completed construction and opened in the first quarter of FY2017.

FY2018 will see the beginning of Phase 2 of the MRC which involves the final order of 14 Light Rail Vehicles going into an active procurement phase, along with the associated facility upgrades for a Maintenance of Way facility and Rail Operations Center with additional storage track needed to accommodate the new LRVs.

FY2018 METRO Rail Completion (MRC) (in thousands)	Grant	Local	Total
Red Line - MRC North Corridor	\$ 10,071	\$ 6,847	\$ 16,918
Purple Line - MRC Southeast Corridor	7,237	5,999	13,236
Green Line - MRC East End Corridor	-	6,772	6,772
MRC Other	8,693	5,913	14,606
Total MRC	\$ 26,001	\$ 25,531	\$ 51,532

MRC Projects by Phase (in thousands)	Grant	Local	Total
Phase 1: North, Southeast and East End LRT Program	\$ 17,308	\$ 19,618	\$ 36,926
Phase 2: LRVs, ROC & MOW Facilities	8,693	5,913	14,606
Total MRC	\$ 26,001	\$ 25,531	\$ 51,532

Red Line - MRC North Corridor & Other Expenditures

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

The North Line Project is a 5.31 mile fixed guideway system that includes 8 platforms, an opening day fleet of 14 LRT vehicles, and extended the existing Main St. light rail line from the University of Houston Downtown to Northline Transit Center. Additional LRT vehicles will be added with Phase 2 procurement, totaling 14 LRT vehicles. The project's goal is to provide a high-capacity transportation system in the corridor that encourages economic development and revitalization, provides more frequent trips and expanded hours from the Northline area, and improves customer experience as a one-seat ride to employment and recreation centers from Northline to Fannin South, linking the historic Northside area with employment centers downtown and in the Texas Medical Center. The North Line project includes a full buildout of the Rail Operations Center yard track to increase LRV storage capacity from 40 to 60 vehicles. The project is included in North Corridor FFGA Phase 2, and includes design, site work and drainage, track and overhead catenary system (OCS).

Operating Impact

The cost of maintenance and eventual replacement have been developed as part of the long range operating budget.

Purple Line - MRC Southeast Corridor

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

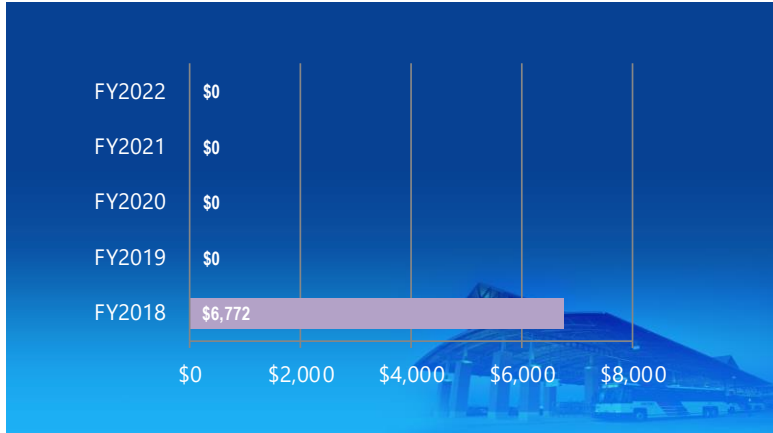
The Southeast Line Project is a 6.56 mile double track LRT line, with 10 stations, a storage facility and an opening day fleet of 15 LRT vehicles. The Project will operate in semi-exclusive right-of-way from Downtown Houston east to the University of Houston main campus and Texas Southern University to a terminus along Griggs Road at Beekman Road. Additional LRT vehicles will be added with Phase 2 procurement, totaling 14 LRT vehicles. The Project intersects with the Red Line in Downtown Houston and is intended to provide improved mobility for transit-dependent populations and to connect Southeast Line commuters to the major activity centers of Downtown and the Texas Medical Center.

Operating Impact

The cost of maintenance and eventual replacement have been developed as part of the long range operating budget.

Green Line - MRC East End Corridor

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

The East End Line project is a 3.34 mile double track LRT line with 6 stations, a Service & Inspection Facility, and an opening day fleet of 10 LRT vehicles. The project extends from the Southeast Line in the East Downtown area. At Dowling Street, the East End Line leaves the Southeast Line and then crosses the Union Pacific Railroad (UPRR) tracks using the existing underpass. The line continues east in the median of Harrisburg Blvd. and crosses over the UPRR via an overpass and then continues in the median of Harrisburg to the terminus of the line at 70th Street and Magnolia Transit Center. The East End Line Project includes the Harrisburg Overpass Project involving a 2,400 linear feet overpass along Harrisburg, starting at Linwood Street and extending east, crossing over the railroad tracks at Hughes St. and ending approximately 250 linear feet east of 66th street. The project includes landscaping along the project limits, rope lighting on either side of the bridge, underpass lighting, blue accent lighting under the bridge, and a crossing gate at 66th Street.

Operating Impact

The cost of maintenance and eventual replacement have been developed as part of the long range operating budget.

Capital Improvement Program

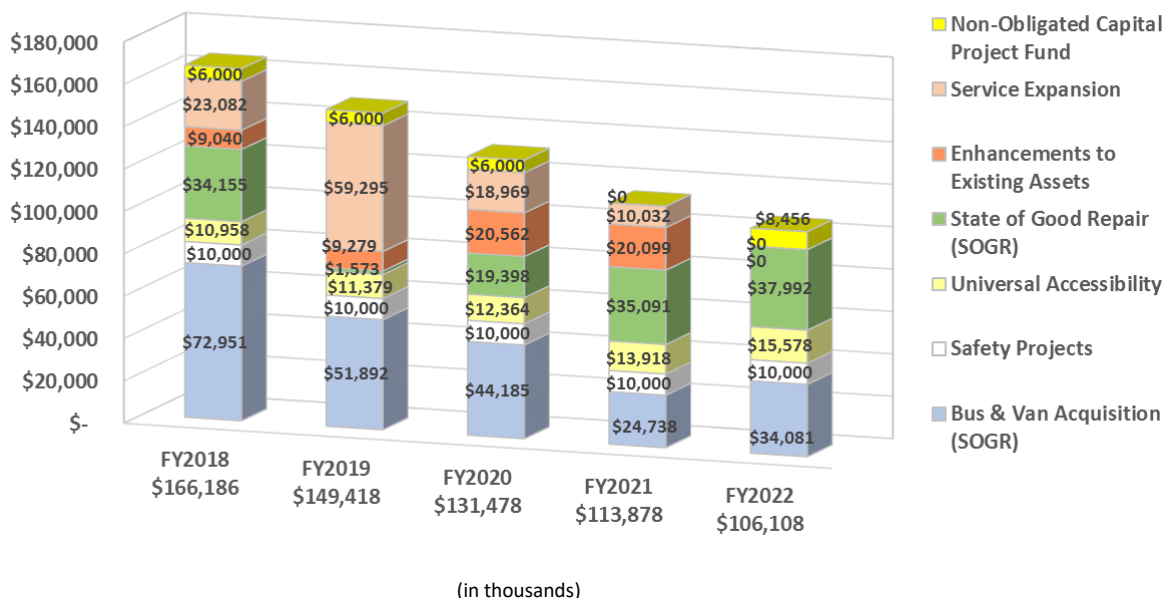
The Capital Improvement Program (CIP) provides for the capital needs that are outside the scope of the METRORail Expansion (e.g. bus replacement, facility renovations, procurement of equipment).

The Authority’s funding of its capital improvement plan is subject to available funding sources and access to the financial markets. METRO launched capital improvement projects that will help preserve its capability for high-quality service delivery and keep the system in a state of good repair.

Capital Improvement Program – Contracted/Obligated, Committed, and Non-Obligated Projects

FY2018 CIP Program (in thousands)	Grant	Local	Financing	Total
Bus & Van Acquisition (Subset of SOGR)	\$ 2,998	\$ 730	\$ 69,223	\$ 72,951
Safety	-	-	10,000	10,000
Universal Accessibility	694	10,264	-	10,958
Enhancements to Existing Assets	2,974	6,066	-	9,040
Service Expansion	18,435	4,647	-	23,082
State of Good Repair (SOGR)	1,674	38,481	-	40,155
Total CIP	\$ 26,775	\$ 60,188	\$ 79,223	\$ 166,186

The infrastructure supported by the FY2018 CIP budget includes facilities (maintenance and administrative support), revenue rolling stock (rail cars, buses and paratransit vans), and bus system infrastructure including transit center improvements and bus shelters. Maintenance of these assets is critical to ensure a high level of service, reliability and optimized operating costs. There are five main project types: State of Good Repair Projects (SOGR), Universal Accessibility Projects, Enhancements to Existing Assets, Safety Projects, and Service Expansion / New Projects.



Capital Improvement Program – Non-Obligated Capital Projects

Capital Improvement Projects, which may be funded from the \$6.0 million Non-Obligated Capital Project Fund, will be selected by the METRO Capital Budget Review (CBR) committee, prioritized and recommended to move forward for METRO Board approval to advance the projects from their conceptual/ developmental design phase into active capital project status.

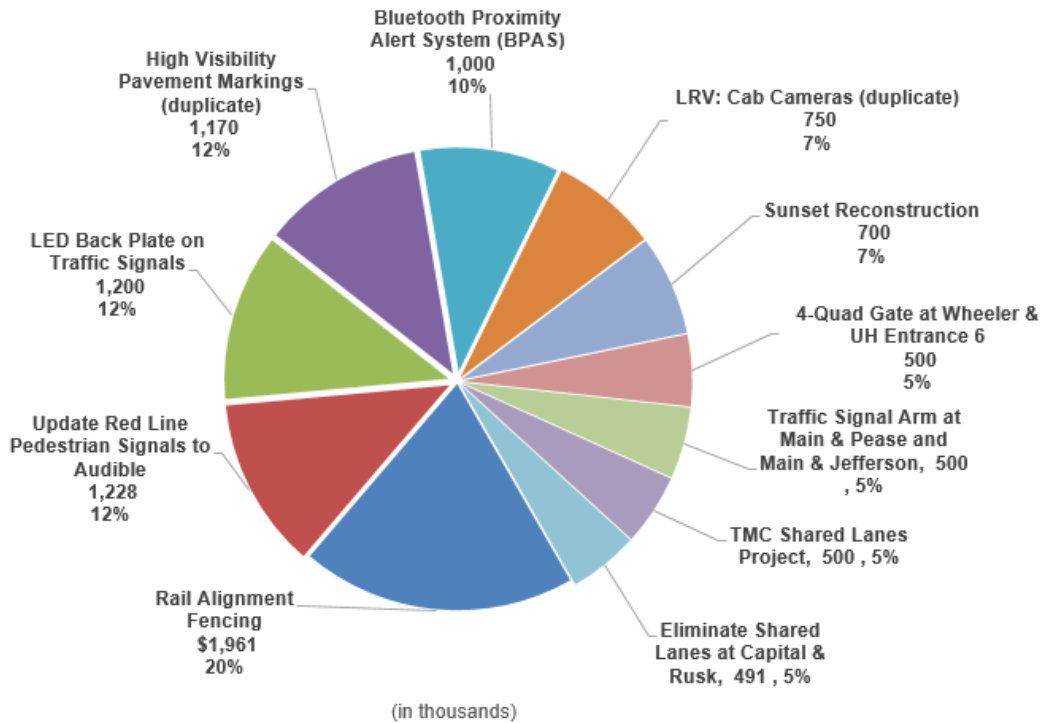
Projects potentially funded from the Non-Obligated Capital Project Fund:

<u>FY2018 CIP Program (in thousands)</u>	<u>Grant</u>	<u>Local</u>	<u>Financing</u>	<u>Total</u>
Universal Accessibility	\$ -	\$ 3,698	\$ -	\$ 3,698
State of Good Repair (SOGR)	1,173	32,336	-	33,509
Enhancements of Existing Assets	3,565	16,725	-	20,290
Safety Projects	-	21,868	-	21,868
Service Expansion / New Projects	-	1,602	-	1,602
Total Non-Obligated CIP	\$ 4,738	\$ 76,229	\$ -	\$ 80,967

Safety Projects

The Capital Improvement Program (CIP) provides for a capital upgrade program titled “Safety”, which ensures enhancement of METRO’s Existing Assets as they relate to a specific investment for increased Safety for all riders.

FY2018 Safety - Enhancements to Existing Assets: \$10,000,000



Safety Projects – Contracted/Obligated or Committed

<u>Safety - Enhancements to Existing Assets (in thousands)</u>	<u>Budget</u>	<u>Grant</u>	<u>Local</u>
	<u>FY2018</u>	<u>FY2018</u>	<u>FY2018</u>
Rail Alignment Fencing	\$ 1,961	\$ -	\$ 1,961
Update Red Line Pedestrian Signals to Audible	1,228	-	1,228
LED Back Plate on Traffic Signals	1,200	-	1,200
High Visibility Pavement Markings (duplicate)	1,170	-	1,170
Bluetooth Proximity Alert System (BPAS)	1,000	-	1,000
LRV: Cab Cameras (duplicate)	750	-	750
Sunset Reconstruction	700	-	700
4-Quad Gate at Wheeler & UH Entrance 6	500	-	500
Traffic Signal Arm at Main & Pease and Main & Jefferson	500	-	500
TMC Shared Lanes Project	500	-	500
Eliminate Shared Lanes at Capital & Rusk	491	-	491
Total Safety - Enhancements to Existing Assets	\$ 10,000	\$ -	\$ 10,000

Rail Alignment Fencing

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

This project may install rail alignment fencing at platforms with high pedestrian activity at specific locations identified throughout the Midtown area, NRG Park area, and other station locations.

Operating Impact

The cost of maintenance and eventual replacement have been developed as part of the long range operating budget.

Update Red Line Pedestrian Signals to Audible

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

This project involves the installation of Red Line Pedestrian Signals to include an audible alert in an effort to better define the desired crossing locations and safe foot traffic patterns for the vision impaired.

Operating Impact

The cost of maintenance and eventual replacement have been developed as part of the long range operating budget.

LED Back Plate on Traffic Signals

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

This project involves the installation of higher visibility traffic light fixtures by adding an illuminated LED back plate to the existing traffic lights in an effort to better alert drivers to the standard traffic lighting at a wide range of intersections.

Operating Impact

The cost of maintenance and eventual replacement have been developed as part of the long range operating budget.

High Visibility Pavement Markings

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

This project may paint specific crosswalks and railroad crossing pavement signage with high visibility pavement markings in an effort to better define the correct crossing locations and railroad crossing pavement markings.

Operating Impact

The cost of maintenance and eventual replacement have been developed as part of the long range operating budget.

Bluetooth Proximity Alert System (BPAS)

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

The Project is a pilot system whereby a device, mounted at a crosswalk, produces an audible announcement when a train is approaching. The device utilizes a Bluetooth receiver which senses Bluetooth emitters mounted in each LRV. The pilot was initially installed at Herman Park/Rice University rail station and is being expanded to other locations on the alignment. This system in no way replaces any existing safety equipment but is an overlaying enhancement to provide another opportunity to tell pedestrians and others that a train is on approach.

Operating Impact

The cost of maintenance and eventual replacement have been developed as part of the long range operating budget.

LRV Cab Cameras

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

This project involves the installation of Light Rail Vehicle cab cameras and may provide system upgrades for all of the Siemens H1 Light Rail Vehicles to accommodate the cab camera systems.

Operating Impact

The cost of maintenance and eventual replacement have been developed as part of the long range operating budget.

Sunset Reconstruction

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

METRO reviewed the safety of pedestrians and cyclists on the entire Rail system. The findings from a traffic study commissioned by METRO revealed opportunities for enhancements and improvements at these intersections that METRO will partner with the City of Houston to implement. The project will reconstruct the intersection and provide safety enhancements for pedestrians and cyclists. The project will also remove the right turn from Main to Sunset thereby providing a safer area for pedestrians to cross both intersections.

Operating Impact

The cost of maintenance and eventual replacement have been developed as part of the long range operating budget.

4 Quad Gate at Wheeler & University of Houston Entrance

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

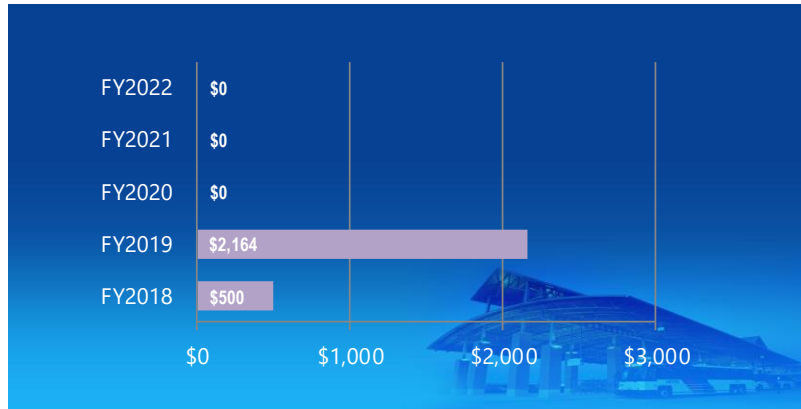
This project may install four new gate arms at the intersection of Wheeler Street and Cougar Village Drive, which serves the University of Houston as an entrance to Parking Lot Entrance #6. The added gates may be installed adjacent to the center LRT median of the intersection and will reduce the number of incidents and accidents that occur at this location.

Operating Impact

The cost of maintenance and eventual replacement have been developed as part of the long range operating budget.

Traffic Signal Arm at Main & Pease and Main & Jefferson

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

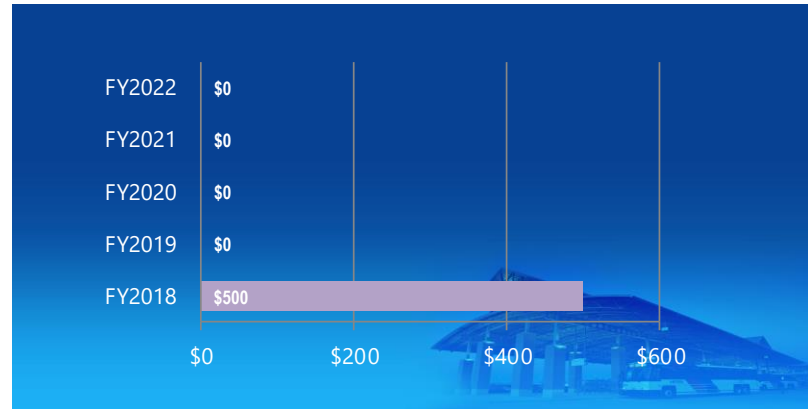
This project may install a longer traffic light arm and may add three traffic light fixtures above each traffic lane in an effort to better alert drivers to the standard traffic lighting at this intersection. The individual traffic light fixtures would be further illuminated with an LED back plate providing added visibility to the traffic lights.

Operating Impact

The cost of maintenance and eventual replacement have been developed as part of the long range operating budget.

Safety - TMC Shared Lanes Project

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

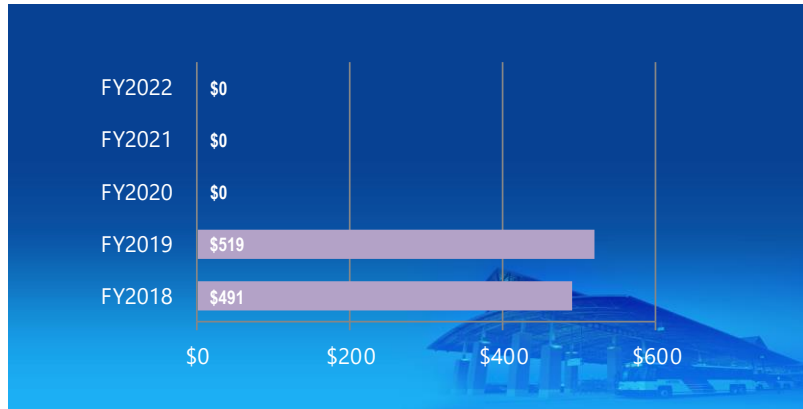
This project may eliminate the shared turn lanes in the Texas Medical Center. Guideway to be fully dedicated for LRVs and emergency vehicles. This project includes: lane separators, traffic signal upgrades, pedestrian fencing, pavement markings, & signage.

Operating Impact

The cost of maintenance and eventual replacement have been developed as part of the long range operating budget.

Eliminate Shared Lanes at Capital & Rusk

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

This project, located in the vicinity of the Capital and Rusk Streets, may install a series of delineated rail line separators from local traffic lanes in an effort to reduce the amount of incidents and accidents associated with Light Rail Vehicles sharing the same lane with automobile traffic entering the lane to turn left.

Operating Impact

The cost of maintenance and eventual replacement have been developed as part of the long range operating budget.

Safety – Non-Obligated Capital Projects

Capital Improvement Projects, which may be funded from the \$6.0 million Non-Obligated Capital Project Fund, will be selected by the METRO Capital Budget Review (CBR) committee, prioritized and recommended to move forward for METRO Board approval to advance the projects from their conceptual/ developmental design phase into active capital project status.

Projects potentially funded from the Non-Obligated Capital Project Fund:

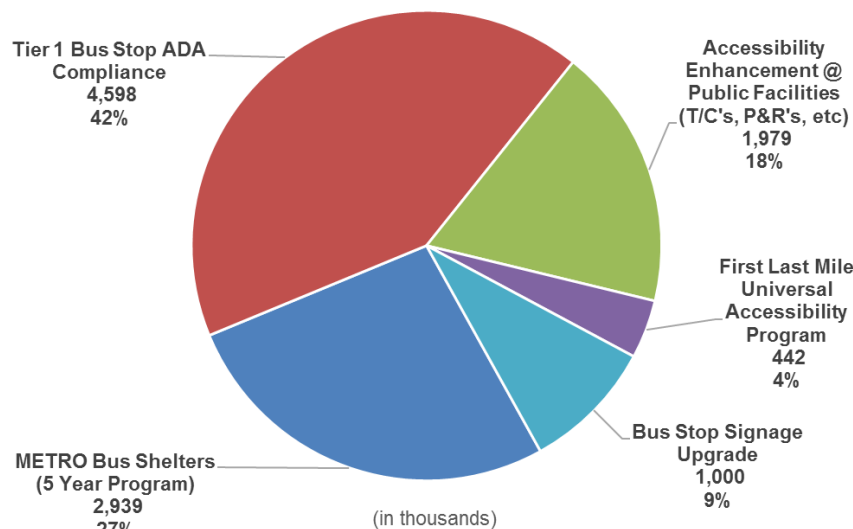
<u>Safety - Enhancements to Existing Assets</u> (in thousands)	<u>Budget</u> <u>FY2018</u>	<u>Grant</u> <u>FY2018</u>	<u>Local</u> <u>FY2018</u>
Rail Safety Enhancements	7,292	-	7,292
Rail Safety Initiative - Miscellaneous Items	7,701	-	7,701
Major Safety Initiative Fund	3,000	-	3,000
Install Embedded lights in stop bars and at crosswalks at platforms	1,617	-	1,617
Rail Safety Initiative - Install Lane Separator	1,358	-	1,358
Downtown Bus Lanes Pilot Project	417	-	417
Eliminate Traffic from Rusk and Capitol	246	-	246
Rail Safety Initiative - Painted Guideway Shared with Vehicles	237	-	237
Total Safety - Enhancements to Existing Assets	\$ 21,868	\$ -	\$ 21,868

Universal Accessibility Projects

The Capital Improvement Program (CIP) provides for a capital upgrade program titled “Universal Accessibility”, which ensures that METRO’s facilities and services are usable for all riders.

Although METRO’s entire fleet of buses and trains are already accessible, improvements to bus stops, bus shelters, and public facilities will make it easier for riders to use the system. These improvements include installing 100 new bus shelters, the refurbishment of 100 existing bus shelters, the repair of 200 sidewalks, ADA ramps, bus stop pads, and crosswalks considered as Tier 1 Bus Stop ADA Compliance upgrades. The Universal Accessibility program will also provide enhancements at a number of METRO public facilities (such as Park & Ride lots and transit centers), “First & Last Mile” Universal Accessibility and bus stop signage upgrades at over 9,000 locations over a two-year timeframe.

FY2018 Universal Accessibility Projects: \$10,958,000

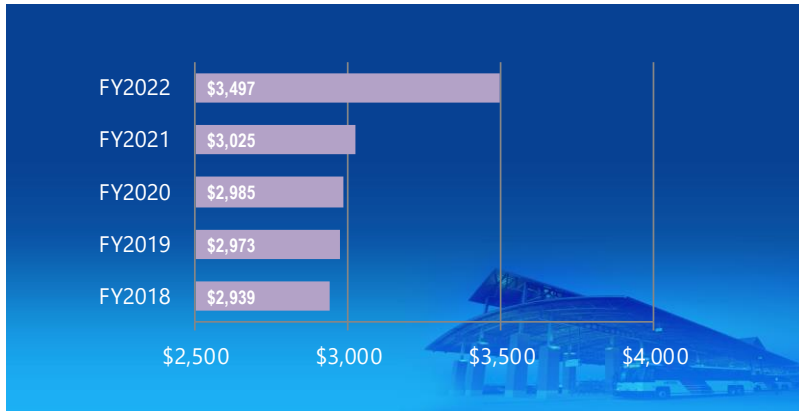


Universal Accessibility – Contracted/Obligated or Committed

<u>Universal Accessibility (in thousands)</u>	<u>Budget</u>	<u>Grant</u>	<u>Local</u>
	<u>FY2018</u>	<u>FY2018</u>	<u>FY2018</u>
METRO Bus Shelters (5 Year Program)	2,939	337	2602
Tier 1 Bus Stop ADA Compliance	4,598	357	4241
Accessibility Enhancement @ Public Facilities (T/C's, P&R's, etc)	1,979	-	1979
First Last Mile Universal Accessibility Program	442	-	442
Bus Stop Signage Upgrade	1,000	-	1000
Total Universal Accessibility	\$ 10,958	\$ 694	\$ 10,264

METRO Bus Shelters (5 Year Program)

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

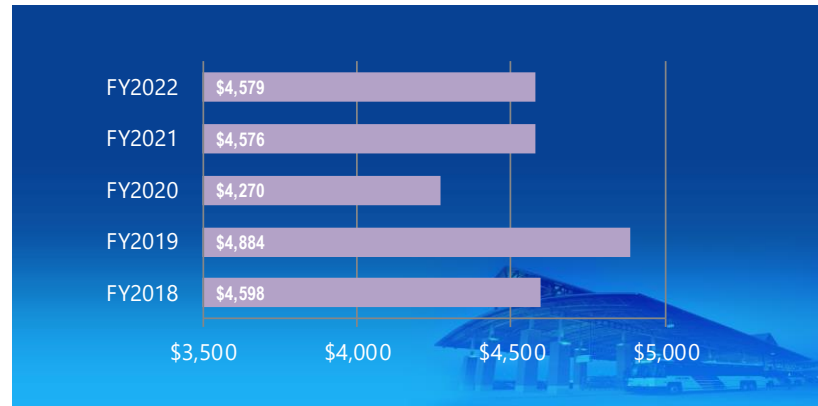
The METRO New Bus Network program restructured the existing bus network to be more aligned with the needs of METRO's growing service area. There will be 100 new bus shelters installed in FY2018. This program reinforces METRO's commitment to reinvest in the Authority's bus system backbone and continues to be a proven way to enhance ridership. METRO history has proven that a shelter placed in a location that meets placement criteria will increase ridership by 20 boardings per day on average.

Operating Impact

Additional bus shelters result in increased operating and maintenance costs. Maintenance cost (cleaning, breakage, etc.) for the additional shelters will be included in the annual operating budget. The estimated annual maintenance cost per shelter is an average of \$1,200.

Tier 1 Bus Stop ADA Compliance

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

METRO's bus stops have been ranked in their need for accessibility improvements. In FY2018, METRO will begin addressing the highest priority (Tier 1) stops. Some of the accessibility improvements will be sidewalk repair, ADA ramps, bus stop pads, crosswalks, pad leveling etc. Other improvements could be the removal of elements at discontinued stops and adding required site amenities such as trash receptacles at stops that are in need of them. With improved accessibility and improved safety and security, customers will be more likely to use METRO buses on a more frequent basis.

Operating Impact

This project will result in reduced operating costs. Currently, Facilities Maintenance spends a lot of maintenance funding for keeping up with these areas with accessibility issues. With improved accessibility features, approximately \$1 million can be saved over a five-year period.

Accessibility Enhancements at Public Facilities

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

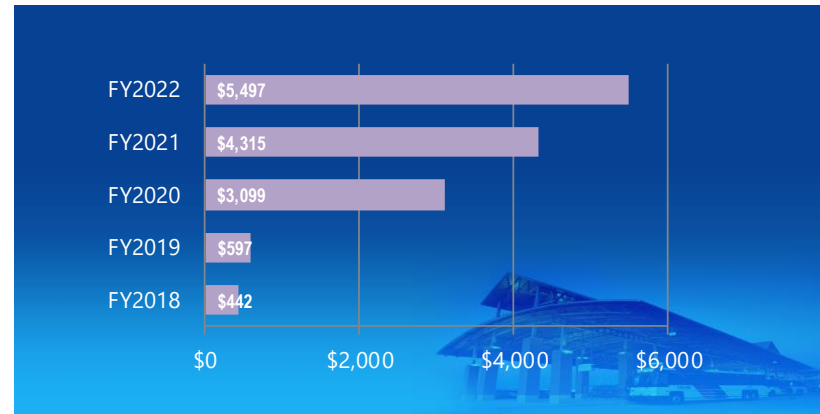
This project includes: Installation of safety and accessibility features such as bus platform/elevator/restroom identification signs in Braille and tactile lettering for visually impaired people; adding or modifying curb ramps with new raised dome plates in front of vehicular pathways, restriping if needed, and adding stop bar/crosswalk to enhance pedestrian safety etc. The project will provide further universal accessibility at METRO public facilities (e.g. Park & Rides & Transit Centers) with improved ADA features.

Operating Impact

This project will be implemented in multiple phases during construction thereby reducing operational impacts.

First and Last Mile Universal Accessibility Program

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

To improve access to most patrons by incorporating and enhancing universal access elements to improve pedestrian networks and connectivity. ADA accessibility, bike and stroller access, etc at will be made available at selected locations near bus stops and rail stations throughout the system. The program will also develop Universal Accessibility guidelines for the agency. METRO intends to secure FTAT/xDOT funding to fund this program.

Operating Impact

This project will increase ridership by enhancing access to all customers, especially those who may be transit-dependent and have challenges with the first or last mile of their trip. This program will leverage funds with other agencies which will allow improvements to have a greater impact to the access and connectivity of the transit system.

Bus Stop Signage Upgrade

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

The New Bus Network (NBN) caused a number of changes to the bus stop signage. The bus stop signs that were in place were temporarily changed to reflect the NBN utilizing 3M adhesive tape and were not designed to be permanent. This project will replace the existing signage at over 9,000 bus stops with new aluminum plates with permanent printed ink over a two-year timeframe. The project will also replace the temporary plastic information posts with more permanent aluminum signs with printed information.

Operating Impact

Because the temporary signage is starting to age, this project will alleviate any increase in maintenance costs of the existing signage as well as reducing customer complaints regarding signage.

Universal Accessibility – Non-Obligated Capital Projects

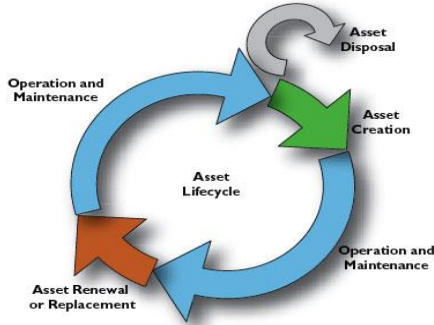
Capital Improvement Projects, which may be funded from the \$6.0 million Non-Obligated Capital Project Fund, will be selected by the METRO Capital Budget Review (CBR) committee, prioritized and recommended to move forward for METRO Board approval to advance the projects from their conceptual/ developmental design phase into active capital project status.

Projects potentially funded from the Non-Obligated Capital Project Fund:

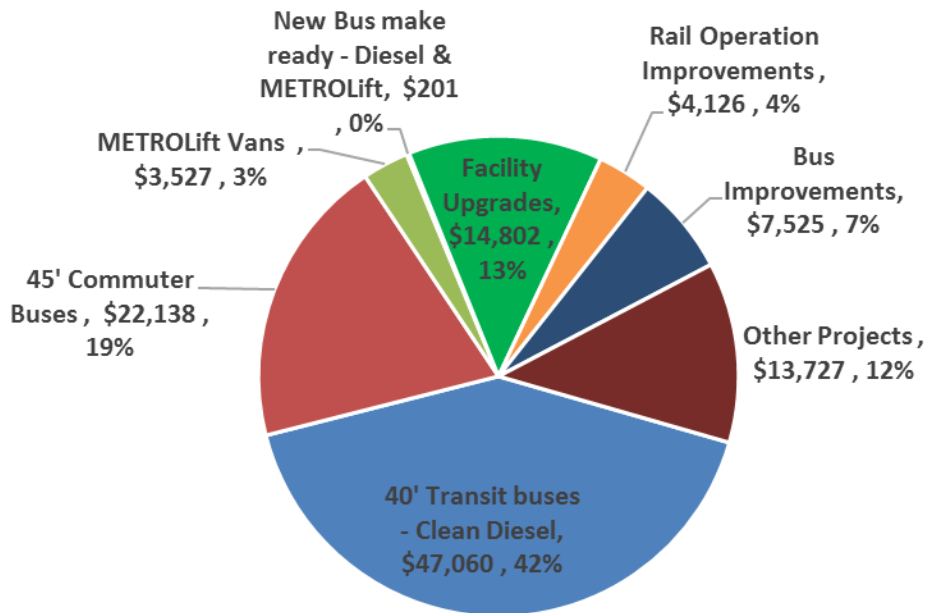
<u>Universal Accessibility</u> (in thousands)	<u>Budget</u> <u>FY2018</u>	<u>Grant</u> <u>FY2018</u>	<u>Local</u> <u>FY2018</u>
Accessibility Enhancement @ Hiram Clarke Bus Operating Facility	589	-	589
Accessibility Enhancement @ Polk Bus Operating Facility	589	-	589
Accessibility Enhancement @ Kashmere Bus Operating Facility	471	-	471
Accessibility Enhancement @ NW Bus Operating Facility	471	-	471
Accessibility Enhancement @ Fallbrook Bus Operating Facility	589	-	589
Accessibility Enhancement @ West Bus Operating Facility	589	-	589
Placement of Signature Shelter @ Wheeler TC	219	-	219
Placement of Signature Shelter @ Fannin South P&R	181	-	181
Total Universal Accessibility	\$ 3,698	\$ -	\$ 3,698

State of Good Repair (SOGR) Projects

A state of good repair standard is where all capital assets are functioning at their ideal capacity within their design life. -- Federal Transit Administration (FTA)



FY2018 Bus & Van Acquisitions and State of Good Repair Projects \$113,106,000



(in thousands)

State of Good Repair (SOGR) - Contracted/Obligated or Committed

STATE OF GOOD REPAIR PROJECTS (in thousands)

Bus & Van Acquisitions (SOGR)	Budget	Grant	Financing	Local
	FY2018	FY2018	FY2018	FY2018
40' Transit buses - Clean Diesel	\$ 47,060	\$ -	\$ 47,060	\$ -
45' Commuter Buses	\$ 22,138	-	22,138	-
METROLift Vans	\$ 3,527	2,998	-	529
New Bus make ready - Diesel	\$ 160	-	-	160
New Bus make ready - METROLift	\$ 41	-	-	41
Total Bus & Van Acquisitions	\$ 72,926	\$ 2,998	\$ 69,198	\$ 730

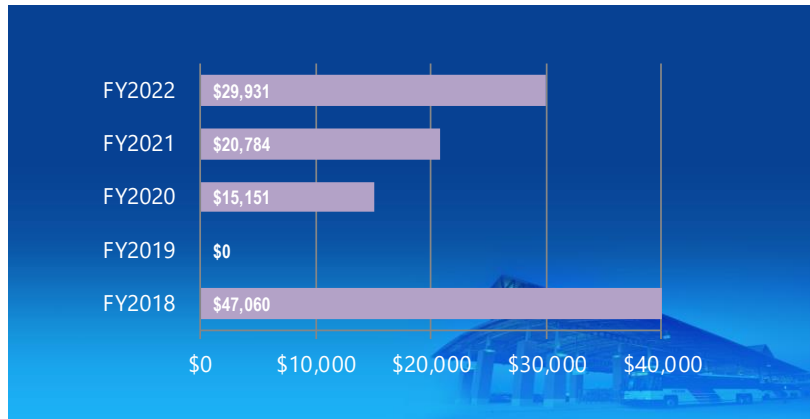


State of Good Repair (SOGR) – Contracted/Obligated or Committed

<u>State of Good Repair (SOGR)</u> (in thousands)	<u>Budget</u> <u>FY2018</u>	<u>Grant</u> <u>FY2018</u>	<u>Local</u> <u>FY2018</u>
Facility Upgrade Projects (SOGR)			
LRT: Red Line Drainage & Subgrade Stabilization	\$ 4,695	\$ -	\$ 4,695
ROC & Red Line Rail Tie Upgrade	4,242	-	4,242
Traction Power Pull Box Upgrade	3,220	-	3,220
Northwest BOF Bus Wash	1,300	724	576
LRT: Interline OCS Motor Operated Disconnects	898	-	898
Northwest BOF Security Camera Installation	447	-	\$ 447
Subtotal	14,802	724	\$ 14,078
Rail Operation Improvements (SOGR)			
LRV: Brakes Overhaul (H1 & H2)	\$ 2,772	-	\$ 2,772
LRV: Truck Overhaul	1,354	-	1,354
Subtotal	4,126	-	\$ 4,126
Bus Improvements (SOGR)			
Bus Engine Assemblies	\$ 4,060	\$ -	\$ 4,060
Hybrid Bus Batteries	2,025	-	2,025
Bus Axles	740	-	740
Bus Transmission Assemblies	700	-	700
Subtotal	7,525	-	\$ 7,525
Other Projects (SOGR)			
Non-Obligated Capital Project Fund	\$ 6,000	\$ 950	\$ 5,050
Data Center Management	3,131	-	3,131
Copier Fleet Procurement	2,599	-	2,599
Network Upgrades and Management	1,641	-	1,641
Risk Management Information System	356	-	356
Subtotal	13,727	950	12,777
Total State of Good Repair	\$ 40,180	\$ 1,674	\$ 38,506

40' Transit Buses - Clean Diesel

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

This procurement of 99 transit buses in FY2018 is part of METRO's bus replacement program. New operating data with the clean diesel buses has shown that the transit buses are more cost-effective for the daily transit routes. New transit buses include new camera systems that will enhance security and safety for both customers and operators.

Operating Impact

Procurement of these buses is part of the life-cycle replacement and will maintain operational reliability and cost-effectiveness. Regularly replacing transit buses that have met their useful life with new buses, not only improves customer experience, but provides stability and predictability by leveling the fleet asset management costs over time.

45' Commuter Buses

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

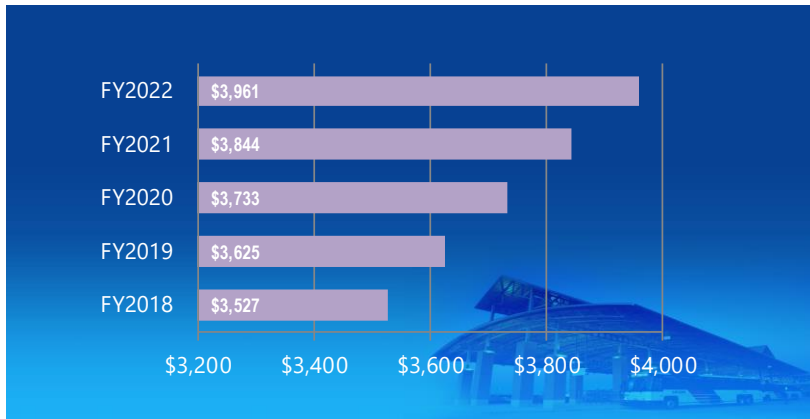
This procurement of 45 foot commuter buses in FY2018 is part of METRO's bus replacement program. New operating data with the clean diesel buses has shown that the transit buses are more cost-effective for the daily commuter routes to and from Park & Ride lots. New commuter buses include new camera systems that will enhance security and safety for both customers and operators.

Operating Impact

Procurement of these buses is part of the life-cycle replacement and will maintain operational reliability and cost-effectiveness. Regularly replacing commuter buses that have met their useful life not only improves customer experience, but provides stability and predictability by leveling the fleet asset management costs over time.

METROLift Vans

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

Purchase of 40 paratransit vans per year is a part of METRO's annual METROLift paratransit van replacement program. Replacing paratransit vans that have met their useful life with new paratransit vans improves the customer's experience. New paratransit vans with camera systems and improved lift devices also enhance security and safety for both customers and operators.

Operating Impact

This purchase will keep operating costs in check and will increase METROLift's reliability. Procurement of these paratransit vans is part of the life-cycle replacement and will maintain operational reliability and cost-effectiveness. Regularly replacing vans that have met their useful life not only improves customer experience, but provides stability and predictability by leveling the fleet asset management costs over time.

LRT: Red Line Drainage and Subgrade Stabilization

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

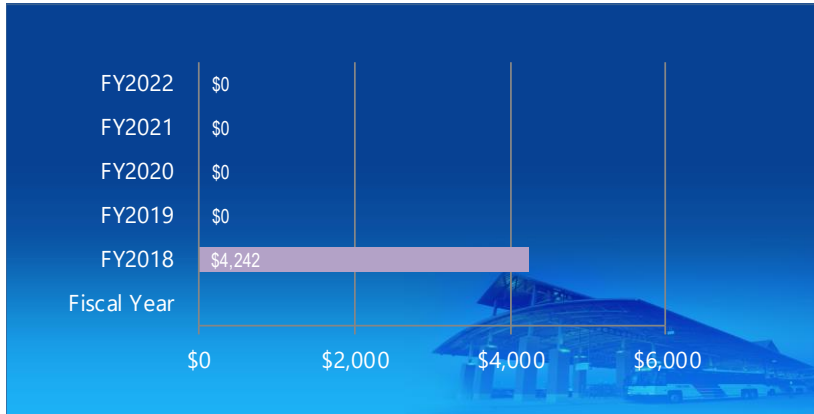
Project provides for improved drainage along the Red Line Light Rail Corridor from Holly Hall to the IH-610 area. Slow drainage issues and persistent flooding around the light rail corridor and NRG Stadium area are becoming more prevalent. During intense rainfalls, localized flooding results in operation shutdowns. This project will improve drainage characteristics of the existing area inlets and replace the French-drain system with a concrete swale and will improve the safety and security of train operations in the area. Due to the drainage issue in this area the subgrade is extremely saturated causing the rail in the area to lose its line and level (out of adjustment). The rail is brought back into its proper line and adjustment by rail tamping. Rail tamping is done two to three times per year on average.

Operating Impact

With the implementation of this project, Rail Operations will no longer be required to tamp the rail in the affected area, resulting in projected annual savings of \$100K.

Rail Operating Center & Red Line Rail Tie Upgrade

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

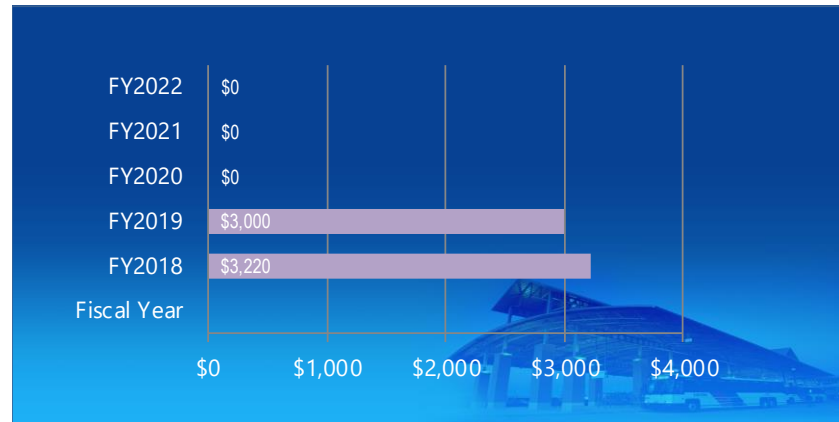
This project will replace all the timber crossties installed at the Rail Operations Center with new composite ties. The timber ties are in poor condition, and replacing them will reduce the risk of yard derailments due to poor track conditions.

Operating Impact

Decreased maintenance and reduced down time due to longer life cycle.

Traction Power Pull Box Upgrade

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

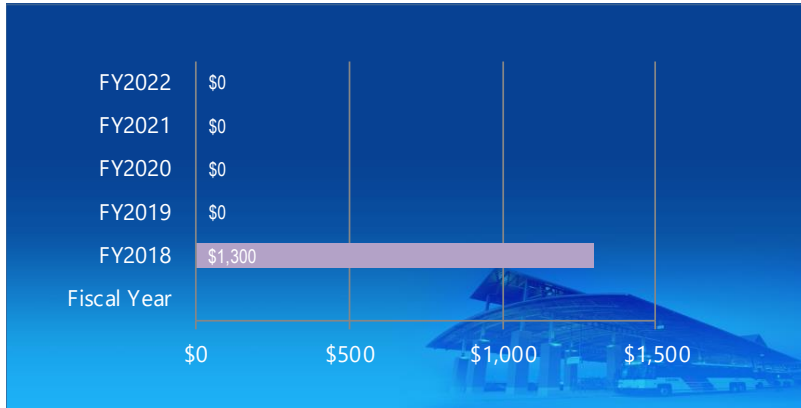
The project will install new above-ground cabinets so the traction power cable are not sitting in water-soaked underground pull boxes, where the electrical wiring could cause a shortage leading to fires in the underground boxes.

Operating Impact

Decreased maintenance and reduced down time due to longer life cycle.

Northwest BOF Bus Wash

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

This project would upgrade the Bus Wash System at the Northwest Bus Operating Facility with the replacement of old hydraulic system with a more automated electric system. The current bus wash system is nearing the end of its useful service life and is in need of an overall rehabilitation. New bus wash equipment will have improved water reclamation technology, thus reducing potential negative environmental impacts and lessening overall water requirements.

Operating Impact

Installation of code compliant bus wash features will keep the buses clean and will reduce current maintenance costs.

LRT: Interline OCS Motor Operated Disconnects Upgrade

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

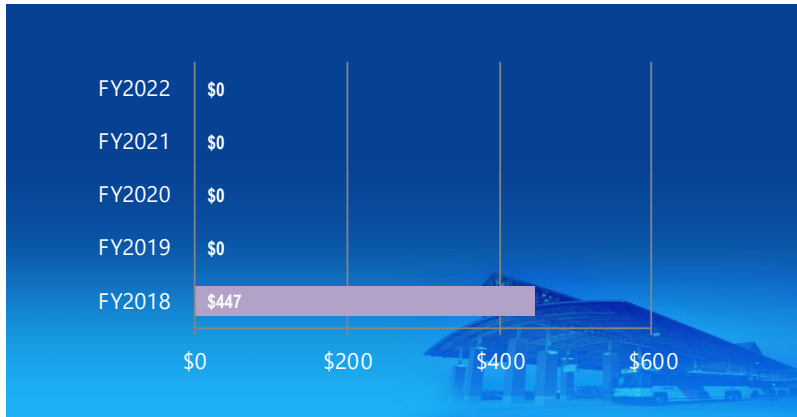
This project would install motor operated disconnect (MOD) switches for the Overhead Catenary System at Capital and Main and at Rusk and Main. The proposal is to procure four motor operated disconnects to replace the two switches between Walker and Rusk and the two switches located between Capitol and Texas. The four switches are critical to sectioning for the interline area in the event of an emergency.

Operating Impact

Decreased maintenance and reduced down time due to longer life cycle.

Northwest BOF Security Camera Installation

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

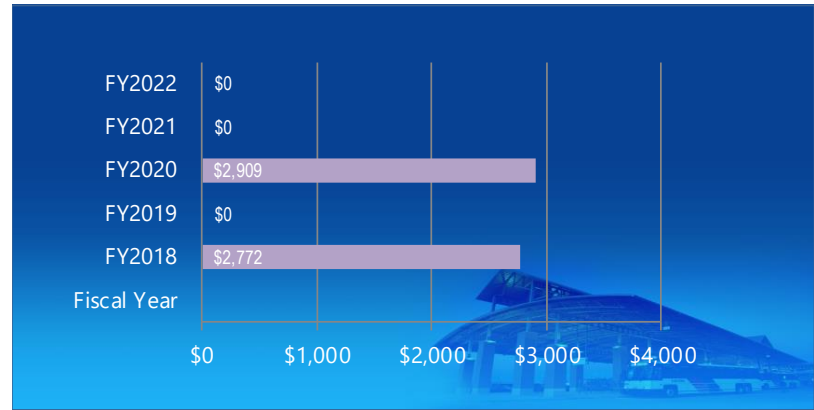
METRO's operating, public and rail facilities represent a total infrastructure investment of over \$644 million. The Northwest Bus Operating Facility camera installation, along with installed systems and sub-components, will improve security with FY2018 emphasis on Security Enhancements.

Operating Impact

As facilities and infrastructure age, they require capital investment and renewal to ensure they continue to provide safe, reliable, and economical service. By extending the useful life of facilities and integrating technological improvements, the requirement for total facility replacement is delayed or avoided.

LRV: Brakes Overhaul

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

This project would install brakes in accordance with OEM overhaul recommendations, in an effort to provide safe and reliable vehicles. Brakes on the Siemens H1 and H2 LRVs will be replaced in the FY2018 timeframe and brakes on the CAF H3 LRVs will be overhauled in FY2020.

Operating Impact

Renovating brake components in a routine state of good repair program will lower the costs to maintain and repair them on an as-needed basis.

LRV: Truck Overhaul

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

The OEM-recommended truck overhaul for FY2018 includes completing Light Rail Vehicle (LRV) Couplers. This recurring overhaul needs to be accomplished roughly every eight years.

Operating Impact

This overhaul will reduce the operating cost and increase the reliability and service life of the rail vehicles.

Bus Engine Assemblies

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

This project would involve engine replacements for 40' transit buses; 45' commuter buses & 60' articulated buses to assure fleet dependability and provide safe and reliable transportation to METRO customers.

Operating Impact

Renovating engine assemblies in a routine state of good repair program lowers the costs to maintain and repair them, compared to repairs on an as-needed basis. This is considered a major component life cycle replacement to support all bus types operated by METRO.

Hybrid Bus Batteries

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

This project would involve replacing hybrid batteries for the 40' Orion Transit and 45' MCI Park & Ride buses to assure fleet dependability and provide safe, reliable transportation to METRO customers.

Operating Impact

Renovating hybrid batteries in a routine state of good repair program lowers the costs to maintain and repair them, compared to repairs on an as-needed basis. This is considered a major component life cycle replacement to support all bus types operated by METRO.

Bus Axles

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

This project involves a bus fleet axles replacement effort for the 40' transit buses, 45' commuter buses, and 60' articulated buses to ensure fleet dependability and provide safe and reliable transportation to METRO customers.

Operating Impact

Renovating the METRO bus fleet with a routine state of good repair axle replacement program lowers the costs to maintain and repair them, compared to repairs on an as-needed basis. This is considered a major component life cycle replacement to support all bus types operated by METRO.

Bus Transmission Assemblies

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

This project involves a bus fleet transmission replacement effort for the 40' transit buses and 45' commuter buses to assure fleet dependability and provide safe and reliable transportation to METRO customers.

Operating Impact

Renovating the METRO bus fleet with a routine state of good repair Transmission replacement program lowers the costs to maintain and repair them, compared to repairs on an as-needed basis. This is considered a major component life cycle replacement to support all bus types operated by METRO.

Data Center Management

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

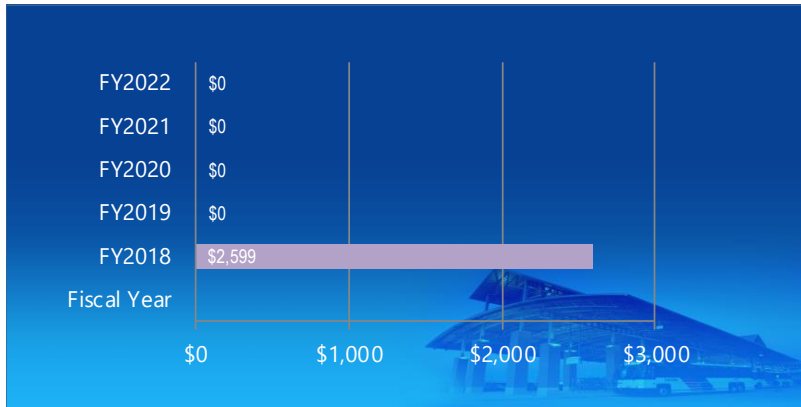
The Data Center Management Project for FY2018 will replace servers supporting mission-critical functions that have reached the end of their useful life and need to be upgraded or consolidated. This will also replace active storage that supports all functions (Rail, Bus Operations, Payroll, Finance, etc.) which has exceeded its service life and needs to be replaced to ensure that the data is maintained in good operational state.

Operating Impact

This project will add approximately \$375,000 per year through FY2022 for equipment warranty.

Copier Fleet Procurement

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

This project includes the fleet replacement of METRO copiers that includes the removal, destruction and replacement of each hard drive of the existing fleet of copiers to meet METRO's information and document security guidelines.

Operating Impact

Installation of new copiers will continue to provide METRO with an administrative equipment state of good repair program that minimizes operational maintenance costs.

Network Upgrades and Management

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

The Network Upgrades and Management project for FY2018 will replace all Local Area Network switches in the 1900 Main Administrative Office building that have reached end-of-life and end-of-support. These support all METRO computer functions, including Bus and Rail Operations, Finance, Human Resources and other business functions.

Operating Impact

This project will add approximately \$310,000 per year through FY2022 for equipment warranty.



State of Good Repair (SOGR) – Non-Obligated Capital Projects

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Projects potentially funded from the Non-Obligated Capital Project Fund:

<u>State of Good Repair (SOGR)</u> (in thousands)	<u>Budget</u> <u>FY2018</u>	<u>Grant</u> <u>FY2018</u>	<u>Local</u> <u>FY2018</u>
Facilities Maintenance Major Facility Rehabilitation Initiative (MFRI)	\$ 2,563	\$ -	\$ 2,563
Non Revenue Vehicles	2,076	-	2,076
Vanpool Vehicle Purchases	1,858	-	1,858
SCADA Integration of I-610/Fannin Crossing High Load Detector	1,472	-	1,472
Field Service Center Roof Replacement	1,185	-	1,185
Hiram Clarke BOF Compressed CNG Upgrade	1,023	-	1,023
Complete Systems Upgrades - Rosewood Switches	1,002	-	1,002
Red Line Rail Tie Upgrades/Crossing Replacement (Ph 1)	992	-	992
System-wide METRO LRT Signaling Infrastructure	918	-	918
LRV: Doors Replacement	868	-	868
1900 Main - Computer Room Air Conditioning (CRAC) Unit Rehabilitation	833	-	833
Kashmere CNG Upgrade	809	-	809
HOT Lane Trail Blazer Signs	806	-	806
Capital BOF tools and equipment	770	-	770
Kashmere BOF Unleaded and Diesel Tank Rehab	741	580	161
Multi-BOF Energy Mgt System (EMS) Building Automation Replacement (Fallbrook, Northwest, Kashmere & Polk BOFs)	705	-	705
Rail Operations Center Fire Alarm System Replacement	668	-	668
1900 Main Chiller Replacement	641	-	641
West BOF In-Ground Lift Replacement	641	-	641
1900 Main Front Door Rehabilitation	641	-	641
Railroad Safe Turn Alert Systems	622	-	622
Hybrid Battery Parts	610	-	610
HCBOF Unleaded and Diesel Tank Rehabilitation	593	-	593
LRV: Seating Replacement (H-1)	580	-	580
Fire Alarm & Life Safety Rehabilitation @ Kashmere BOF	569	-	569
Multi-BOF Safety System Rehabilitation - Insurance Carrier	513	-	513
Hiram Clarke Bus Wash lane Rehabilitation	512	-	512
LRV: Wheel Press Equipment	475	-	475
Fire Alarm & Life Safety Rehabilitation @ Polk BOF	465	-	465
Fire Alarm & Life Safety Rehabilitation @ Northwest BOF	465	-	465
West BOF Generator Replacement	449	-	449
Signal & Comm Battery Banks Upgrade	390	-	390
Kashmere BOF Heating Ventilation Air Conditioning (HVAC) Rehabilitation	385	-	385
Fire Suppression Rehabilitation @ METRO Central Stores Facility	377	-	377
Oil Water Separator System Rehabilitation @ Northwest BOF	374	299	75
Oil Water Separator System Rehabilitation @ Polk BOF	367	294	73
METROLift Field Service Center Office Building	290	-	290
FSC Tools/Equipment	285	-	285
Phase Shift Overlay (PSO) Track Circuit for Redline	265	-	265
METRO Radio Replacement	260	-	260

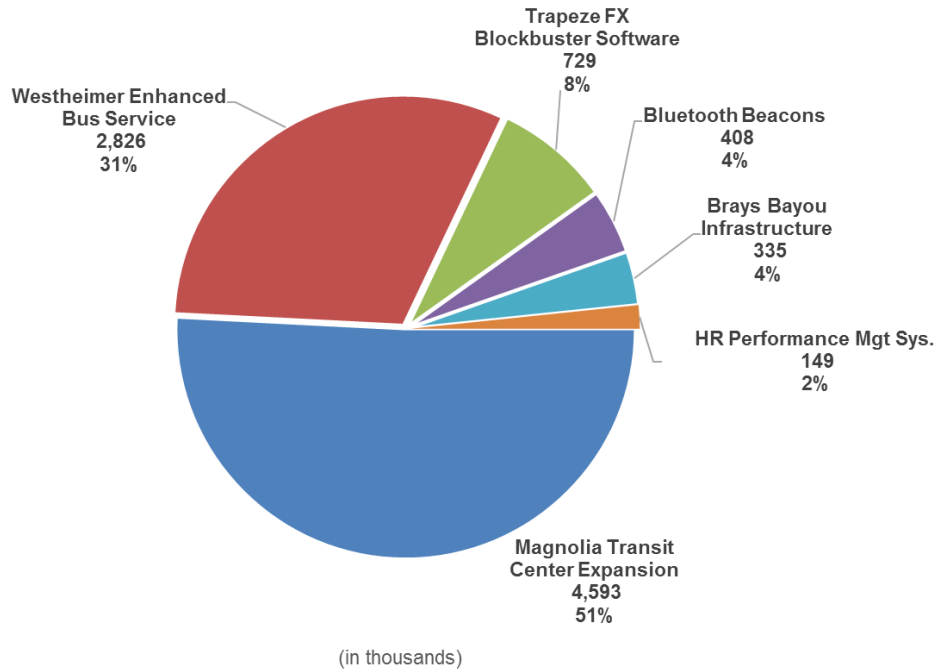


Projects potentially funded from the Non-Obligated Capital Project Fund (continued):

<u>State of Good Repair (SOGR) (in thousands)</u>	<u>Budget</u>	<u>Grant</u>	<u>Local</u>
	<u>FY2018</u>	<u>FY2018</u>	<u>FY2018</u>
Hiram Clarke BOF Waste Water Treatment Plant Rehabilitation	\$ 256	\$ -	\$ 256
Polk BOF Chassis Wash Lift Replacement	256	-	256
West BOF Water Piping Replacement	256	-	256
West BOF Concrete Pavement Rehabilitation	256	-	256
HCBOF Automatic Transfer Switch (ATS) Replacement	192	-	192
Traffic Control Gate Motors Replacement	175	-	175
Install Switch Rollers on Rail Yard (EKOS Manufacturer)	158	-	158
North Shepherd Park and Ride Restroom Rehabilitation	128	-	128
Mission Bend Park and Ride Pavement Rehabilitation	128	-	128
Southeast Transit Center Pavement Rehabilitation	128	-	128
TMC Transit Center Pavement Rehabilitation	128	-	128
Missouri City Park & Ride Pavement Rehabilitation	128	-	128
Kashmere BOF Air Compressor Replacement & Room Rehab	128	-	128
Multi-BOF Additional Trash Compactors Rehab (Kashmere, Hiram Clarke, & ROC)	128	-	128
Northwest BOF Air Compressor Replacement	128	-	128
Fallbrook BOF Data Room Rehabilitation	128	-	128
Buffalo Bayou Air Compressor Replacement	128	-	128
Kashmere BOF Paint Booth Rehabilitation	102	-	102
Central Stores HVAC Rehabilitation	95	-	95
Field Service Center HVAC Rehabilitation	95	-	95
Rail Operations Center HVAC Rehabilitation	64	-	64
TranStar & Kashmere Dispatch Radio	61	-	61
Polk BOF Operator Ready Room Floor Rehabilitation	43	-	43
Test & Restoration Trailer	41	-	41
Polk BOF Fall Protection System Installation Bay 6	31	-	31
TxDOT Barriers High Load Detection System	27	-	27
Fannin Switch Upgrade	24	-	24
Sunset Switch Upgrade	24	-	24
LRT: Signal House Generators	15	-	15
Total State of Good Repair	\$ 33,509	\$ 1,173	\$ 32,336

Enhancement to Existing Assets Projects

FY2018 Enhancements to Existing Assets: \$9,040,000



Enhancement to Existing Assets - Contracted/Obligated or Committed

<u>Enhancements to Existing Assets (in thousands)</u>	<u>Budget</u> <u>FY2018</u>	<u>Grant</u> <u>FY2018</u>	<u>Local</u> <u>FY2018</u>
Magnolia Transit Center Expansion	4,593	-	4,593
Westheimer Enhanced Bus Service	2,826	2,561	265
Trapeze FX Blockbuster Software	729	-	729
Bluetooth Beacons	408	-	408
Brays Bayou Infrastructure	335	-	335
HR Performance Mgt Sys.	149	-	149
GMP Referendum Increment Projects	234	-	234
GMP Referendum Increment Projects -Offset	(234)	-	(234)
Total Enhancements to Existing Assets	\$ 9,040	\$ 2,561	\$ 6,479

Magnolia Transit Center Expansion

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

The Magnolia Transit Center, located in the vicinity of Harrisburg Boulevard and 70th Street, is planned to undergo modification to include, but not be limited to, adding approximately 30 feet of extensions to both ends of the existing canopy; extending the platform on both ends to increase the capacity from four to six bus bays; upgrades of the existing signage (English & Spanish); and the addition of platform amenities such as trash receptacles.

Operating Impact

This expansion is necessary to meet the future demand as a result of the METRORail Green Line expansion in the area as well as the New Bus Network. Increased service into the Magnolia Transit Center will provide for increase in ridership.

Westheimer Enhanced Bus Service

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

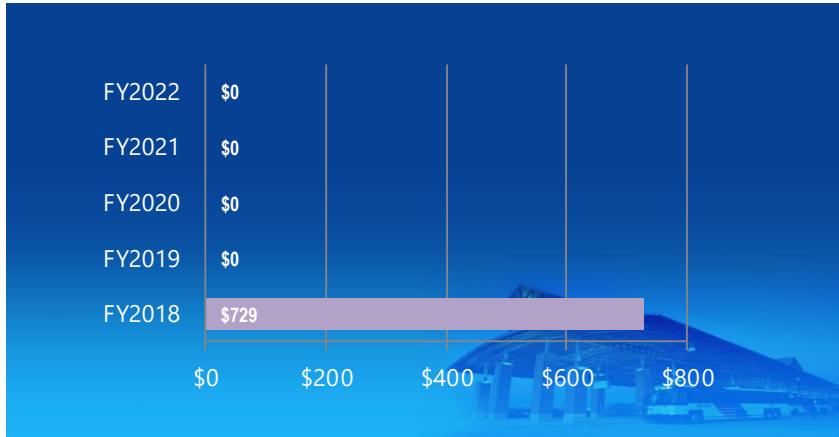
This project will provide transit amenities for the Uptown Corridor as authorized as part of the 2003 referendum. METRO's Enhanced Bus Service is a service, identifiable by distinctive branding on the vehicles and stops. It is a higher-speed, limited-stop service providing improved travel time for customers in heavily utilized corridors. The stops on the route will be designated as "stations", with real-time next bus arrival information, upgraded shelters, lighting, and schedule and map space. The Westheimer service will offer limited stops and enhanced service features such as all door boarding, off board fare collection and signal prioritization at key intersections to optimize travel times between activity centers along the Westheimer corridor.

Operating Impact

The operating impacts are associated with the cost of on-going maintenance of the vehicles and stations.

Trapeze FX Blockbuster Scheduling System Upgrade

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

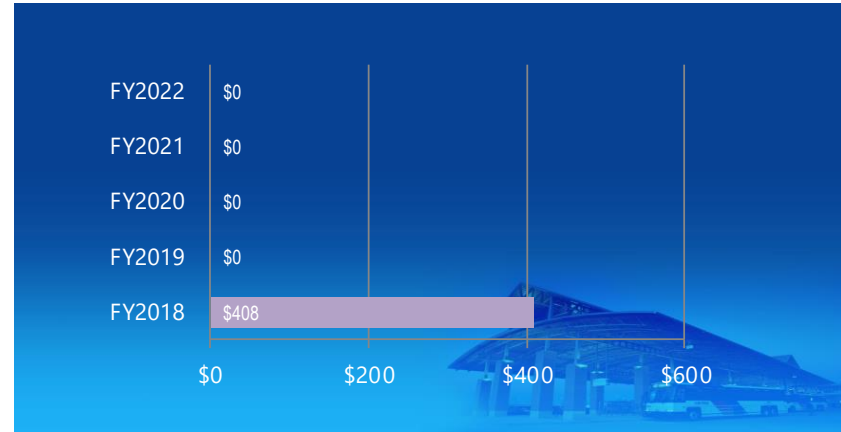
This project will enable the METRO Planning Department to more accurately evaluate service by upgrading the software program that evaluates the optimum run cut scenarios. Blockbuster software has functionalities for optimizing fleet size and creating rail runs that are not currently available in the current software program.

Operating Impact

It is anticipated that the bus scheduling optimization should generate \$1.2 to \$1.7 million in annual operating savings.

Bluetooth Beacon Project Phase II

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

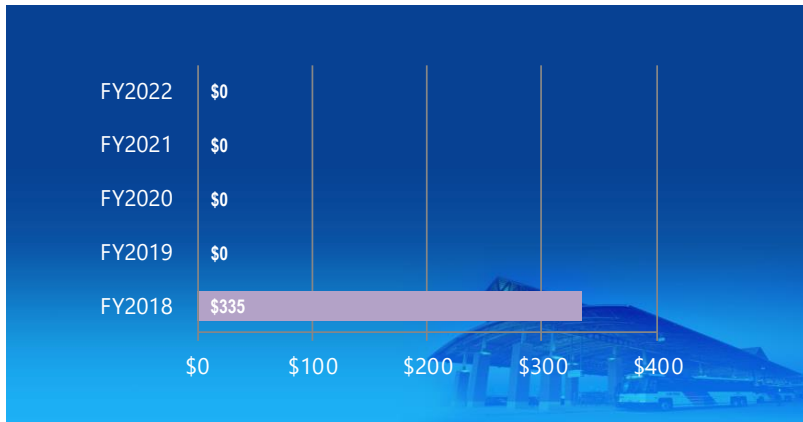
METRO was awarded a Google grant for projects that will use Bluetooth beacons. Phase I involved devising an application that uses technology to assist disabled patrons in finding METRO stops and navigating METRO's facilities. Phase II involves expanding this technology to all METRO stops, transit centers, Park & Rides, and buses. This project makes all METRO stops, Transit Centers & Park & Rides more accessible for vision-impaired patrons.

Operating Impact

The operating impacts associated with beacons are negligible at \$0.25 per beacon per month for vendor cloud hosting data management.

Brays Bayou Infrastructure

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

The Brays Bayou Infrastructure Project is a project that involves the protection of METRO infrastructure to include traction power and signals and communication pull boxes. These pull boxes were placed on the property line that divides METRO and Harris County Flood Control District (HCFCD) property when the Red Line was constructed in 2001. The HCFCD plans to widen the Brays Bayou. After the widening project the new top of bank will be parallel to the pull boxes. The Brays Bayou Infrastructure Project will relocate the METRO traction power and signaling pull boxes to protect METRO infrastructure after the bayou is widened.

Operating Impact

The operating budget impact will be consistent with current expenses.

Automated Fare Collection Equipment Replacement (Not Funded in FY2018 Budget)

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

The Fare Collection Equipment Replacement project will replace aging and obsolete equipment and software. The new system will utilize an open architecture platform to help reduce capital equipment costs in the future by allowing a more plug-and-play environment for METRO’s fare collection system. The project will also leverage new and evolving technologies to enhance the customers’ experience by providing flexible multi-media fare payment methods.

Operating Impact

The annual cost of operating the new Automated Fare Collection Equipment is comparable with the existing equipment and will be included in Information Technology’s operating budget.



Enhancement to Existing Assets – Non-Obligated Capital Projects

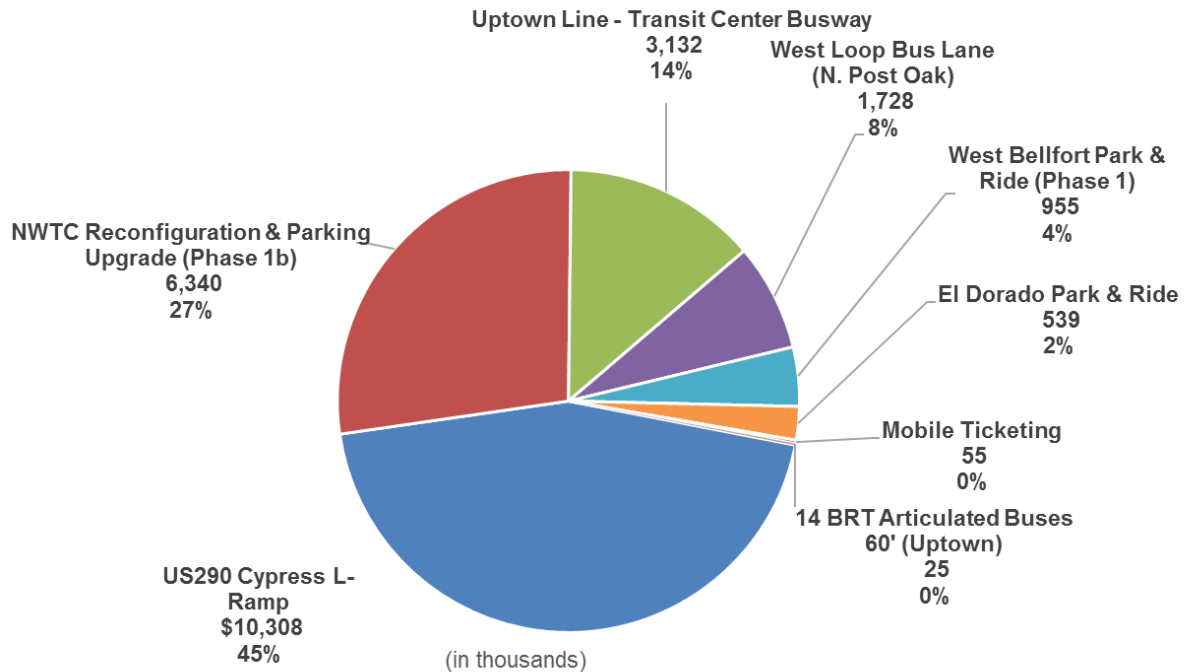
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Projects potentially funded from the Non-Obligated Capital Project Fund:

<u>Enhancements to Existing Assets (in thousands)</u>	<u>Budget</u> <u>FY2018</u>	<u>Grant</u> <u>FY2018</u>	<u>Local</u> <u>FY2018</u>
US 290 Reversible HOV	\$ 4,641	\$ -	\$ 4,641
HOT Lane Conversion, Phase 1B	4,567	604	3,963
Burnett Plaza TC - Street Improvements	1,807	-	1,807
METRONet Fiber Upgrade	861	-	861
Northline Transit Center and Phased Parking	655	-	655
Red Line 3-car Consist Study	650	-	650
P&R Video Camera Fiber	632	-	632
Automated Operator Check-In	575	-	575
I-45 Corridor Preservation	521	-	521
I-69/ US59 Corridor Preservation	514	-	514
Diamond Lane IH10 Central Business District Ramp to Inner Katy Ramp	474	-	474
Uptown BRT Extension to High Speed Rail (HSR) and Downtown	468	-	468
Data Digitalization - Riskconnect II	422	-	422
1900 Main Temporary Chiller Connectivity	337	-	337
1900 Main Wellness Center	336	-	336
SH 249 / Northwest Corridor	322	-	322
Uptown BRT Extension to Chimney Rock	270	-	270
Northwest CNG Facility Upgrade	266	-	266
Regional Computer Traffic Signal System (RCTSS) Upgrades	250	-	250
Project Mgmt Software for Planning, Engineering & Construction Dept	225	-	225
Installation of Additional Rest Room @ Eastwood TC	218	-	218
Installation of Additional Rest Room @ Fannin South P&R	218	-	218
Installation of Additional Rest Room @ TMC TC	218	-	218
Installation of Additional Rest Room @ Northline TC	214	-	214
Wireless Camera Network	200	-	200
1900 Main IT Command Center	162	-	162
TM1 Budget Software Upgrade	106	-	106
Audit Tracking Software Replacement	104	-	104
Installation of Flag Poles @ Wheeler TC	57	-	57
Burnett Transit Center Escalator Project	-	2,961	(2,961)
Total Enhancements to Existing Assets	\$ 20,290	\$ 3,565	\$ 16,725

Service Expansion/New Projects

FY2018 Service Expansion/New Projects: \$23,082,000



Service Expansion – Contracted/Obligated or Committed

<u>Service Expansion / New Projects</u> (in thousands)	<u>Budget</u>	<u>Grant</u>	<u>Local</u>
	<u>FY2018</u>	<u>FY2018</u>	<u>FY2018</u>
US290 Cypress L-Ramp	\$ 10,308	\$ 8,408	\$ 1,900
NWTC Reconfiguration & Parking Upgrade (Phase 1b)	6,340	9,072	(2,732)
Uptown Line - Transit Center Busway	3,132	-	3,132
West Loop Bus Lane (N. Post Oak)	1,728	-	1,728
West Bellfort Park & Ride (Phase 1)	955	955	-
El Dorado Park & Ride	539	-	539
Mobile Ticketing	55	-	55
14 BRT Articulated Buses 60' (Uptown)	25	-	25
Total Service Expansion / New Projects	\$ 23,082	\$ 18,435	\$ 4,647

US290 Cypress L-Ramp

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

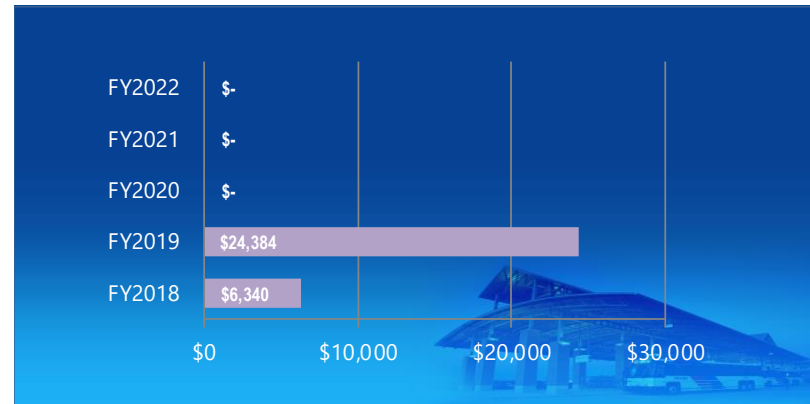
A TxDOT project will extend the single lane barrier-separated HOV/HOT lane beyond the location of the existing Cypress Park & Ride facility. As part of the project, a new L-Ramp is proposed from the Cypress Park & Ride lot to the managed lanes. METRO buses will be able to directly access the HOV/HOT lanes, rather than exiting the facility into mixed traffic. Currently, buses are required to cross four lanes of traffic in order to enter the managed lanes at the next slip entrance ramp.

Operating Impact

This project will provide a direct access from the existing Cypress Park & Ride lot to the US-290 Managed Lanes, and will improve bus and HOV/HOT lane operations from this facility including reduced travel times.

Northwest Transit Center Reconfiguration & Parking Upgrade

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

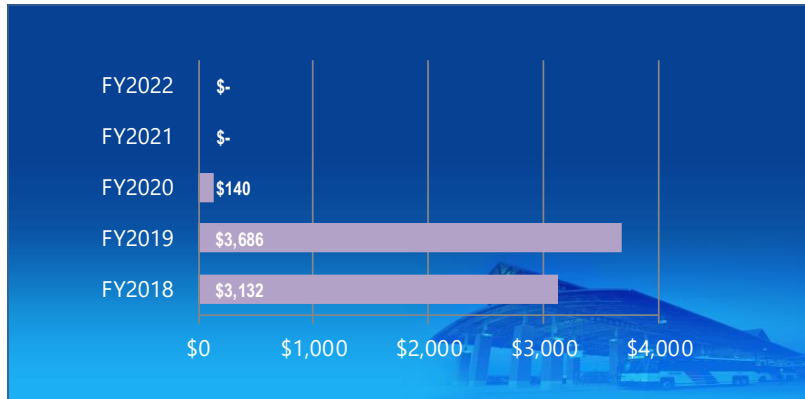
The Northwest Transit Center Reconfiguration (NWTC) and Parking Upgrade will increase the number of bays to accommodate METRO's Local Network and Uptown BRT service, and enhance bike and pedestrian amenities. In addition, parking capacity will be increased by 200 spaces to replace the capacity lost from the closure of the Pinemont Park & Ride, due to TxDOT and HCTRA's joint US 290 Managed Lane Project. The parking would be provided on right-of-way that has been purchased by TxDOT adjacent to the eastbound US-290 Frontage Road at the Old Katy Road intersection.

Operating Impact

Operating costs includes operating and maintenance cost for the NWTC facility only and will be developed as the project progresses.

Uptown Line - Transit Center Busway

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

The Uptown Line was approved by voters and METRO Board of Directors in November 2003. The Uptown project currently consists of the Post Oak Boulevard Busway and Transit Center. Uptown Houston is taking the lead on the advanced planning, environmental analysis, and preliminary engineering for the project. METRO is partnering with Uptown Houston in this effort by providing technical assistance/review, data gathering, and modeling, along with engineering support and review. This project will provide high capacity transit and other improvements to enhance mobility in the corridors and will provide for continued ridership growth in the Uptown Corridor.

Operating Impact

Operating costs include costs of BRT service and other associated increase in Park & Ride service, etc. with route restructuring costs netted from the operating cost.

West Loop Bus Lane / North Post Oak Road

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

Development of this project involves environmental and EIS Support for the West Loop Bus Lane project connecting Uptown Bus Rapid Transit (BRT) with the Northwest Transit Center (NWTC). This project is being developed jointly by TxDOT and the Uptown District. METRO will be operating service on the West Loop Bus Lanes and would increase ridership compared to mixed flow operations along IH-610. The project includes improvements to North Post Oak Road such as restriping and a bike/pedestrian path connecting the Northwest Transit Center to Memorial Drive.

Operating Impact

The project will potentially reduce operating costs compared to service in mixed flow on IH-610 frontage roads, with new connectivity that would enhance both Uptown and NWTC customers' experience. Local communities would benefit from faster BRT service and increased connections to METRO's bus network.

West Belfort Park & Ride Lot

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

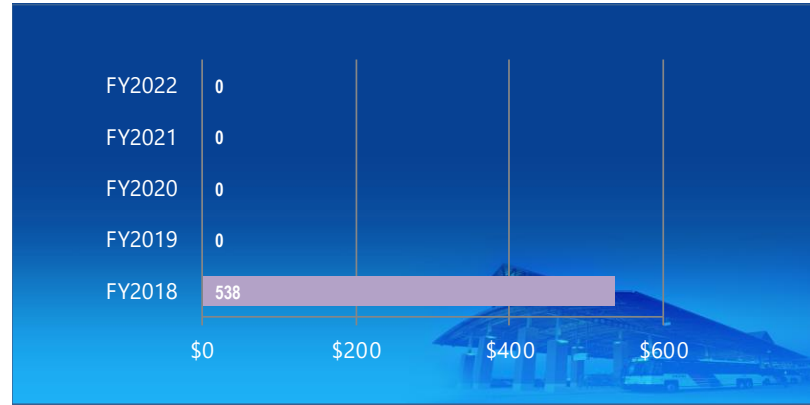
METRO is developing expansion opportunities at the West Belfort Park & Ride, specifically environmental clearance, design and construction. Expansion of the Park & Ride would provide for continued growth in ridership and customers will enjoy more parking spaces at the already crowded Park & Ride facility. The southwest region would benefit from additional parking spaces.

Operating Impact

Operating costs will be developed as the project progresses.

El Dorado Park & Ride Lot

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

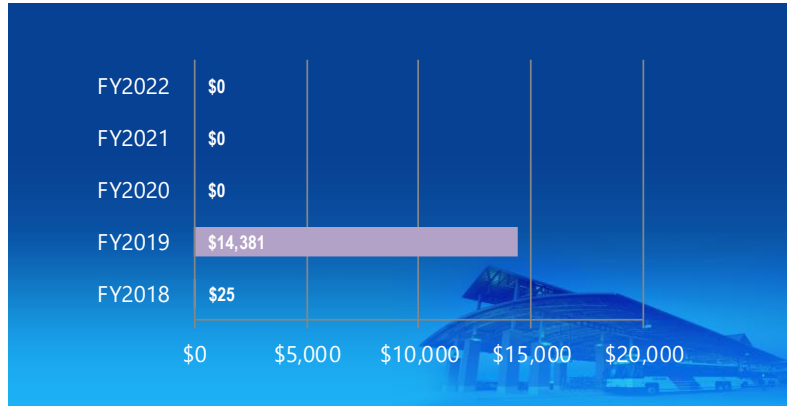
El Dorado Park & Ride lot has been constructed on a 23.8324 acre tract with 3 canopied bus bays, 1 articulated bay, and 1,228 parking spaces, including standard, handicap, and kiss & ride spaces, with the remaining \$538K of the multi-year effort completing in FY2018. The site has been fenced, landscaped and includes security cameras. This project expands service along the IH 45 South corridor, providing increased park & ride service and ridership on the 45 South corridor. This facility will improve METRO's customer experience and provide greater community benefit by accommodating parking for current Bay Area Park & Pool patrons and patrons who live west of IH 45 and therefore provides increased accessibility to downtown.

Operating Impact

The fully allocated annual operating cost for this new park and ride facility is \$3.39M annually.

BRT Articulated Buses - Uptown

Projected Expenditures FY18-FY22 (In Thousands)



Project Scope

This procurement of 14 articulated BRT (Bus Rapid Transit) buses in the FY2018/2019 timeframe is part of METRO's bus expansion program. New articulated BRT buses will prove to be more cost-effective in the long term for high-ridership routes, especially in support of the Houston Uptown BRT Project that will incorporate dedicated bus lanes.

Operating Impact

Procurement of these articulated BRT buses will become part of the life-cycle replacement program and will maintain operational reliability and cost-effectiveness. The new BRT buses will operate in dedicated bus lanes that will enhance the customer experience in the busy Uptown area of Houston, and will enhance rider and pedestrian safety.

Service Expansion – Non-Obligated Capital Projects

Capital Improvement Projects, which may be funded from the \$6.0 million Non-Obligated Capital Project Fund, will be selected by the METRO Capital Budget Review (CBR) committee, prioritized and recommended to move forward for METRO Board approval to advance the projects from their conceptual/ developmental design phase into active capital project status.

Projects potentially funded from the Non-Obligated Capital Project Fund:

<u>Service Expansion / New Projects</u> (in thousands)	<u>Budget</u> <u>FY2018</u>	<u>Grant</u> <u>FY2018</u>	<u>Local</u> <u>FY2018</u>
Downtown HOV Connection to 610 Environmental Impact Statement (EIS) & Design	\$ 1,228	\$ -	\$ 1,228
Bike Transit Accessibility Program	374	-	374
Total Service Expansion / New Projects	\$ 1,602	\$ -	\$ 1,602



Debt Service Budget

Debt Service

(in millions)

Debt Service Category	Projected					
	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
Bonds & KOs						
Principal	\$ 32.836	\$ 32.410	\$ 25.952	\$ 48.045	\$ 61.633	\$ 57.436
Interest	47.262	47.925	50.559	53.802	56.614	55.767
	\$ 80.098	\$ 80.336	\$ 76.511	\$ 101.847	\$ 118.247	\$ 113.203
Commercial Paper						
Credit Facility Fees	0.604	0.604	0.726	0.726	0.726	0.726
CP Dealer Fees	0.411	0.407	0.522	0.399	0.395	0.363
Budgeted CP Interest	0.453	0.504	0.557	0.610	0.616	0.597
Add'tl Budgeted CP Interest @ 1%	1.162	1.150	1.139	1.128	1.036	0.917
	\$ 2.630	\$ 2.665	\$ 2.943	\$ 2.863	\$ 2.773	\$ 2.602
Commercial Paper Pay Down						
Payments from GMP Increment	-	-	-	-	8.100	10.900
Payments from Interest Underrun	1.200	1.200	1.100	1.100	1.100	1.000
	\$ 1.200	\$ 1.200	\$ 1.100	\$ 1.100	\$ 9.200	\$ 11.900
2015 Series A Bonds						
Principal	1.459	10.217	18.987	21.913	-	-
Interest	2.629	2.556	2.045	1.096	-	-
	\$ 4.088	\$ 12.772	\$ 21.032	\$ 23.008	\$ -	\$ -
Total Debt Service	\$ 88.016	\$ 96.973	\$ 101.586	\$ 128.818	\$ 130.220	\$ 127.706

Outstanding Debt Balances

(in millions)

	Projected					
	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
Bus Replacement	\$ 279.872	\$ 306.327	\$ 308.303	\$ 324.759	\$ 318.708	\$ 347.056
2019 Uptown P&R Buses (14)	-	-	14.381	14.381	14.381	14.381
Total Bus Debt Outstanding	279.872	306.327	322.684	339.140	333.089	361.437
Equipment Debt Outstanding	-	-	18.702	29.481	29.481	27.935
Rail Debt Outstanding	559.670	639.190	639.070	623.060	601.518	573.800
Bonds & KO's	839.543	945.517	980.456	991.681	964.088	963.172
Commercial Paper	116.200	115.000	113.900	112.800	103.600	91.700
2015 Series A Bonds	51.116	40.899	21.913	-	-	-
TOTAL Debt Outstanding	\$ 1,006.858	\$ 1,101.416	\$ 1,116.269	\$ 1,104.481	\$ 1,067.688	\$ 1,054.872



Each year, METRO budgets debt service payments for senior lien obligations, including voter authorized sales tax bonds, contractual obligations, and its commercial paper program. The debt service budget includes cash transfers required in the current year for interest, principal, and any required debt service reserve contributions.

The following table outlines the proposed FY2018 Schedule of Debt Payments.

Series	Source	Principal	Interest	Fees	TOTAL
<u>Contractual Obligations (KOs)</u>					
2009B	Sales Tax / Grants	1,435,417	62,217		1,497,633
2009D	Sales Tax / Grants	3,149,167	140,450		3,289,617
2010A	Sales Tax / Grants	1,552,083	270,708		1,822,792
2011B	Sales Tax	4,136,250	791,033		4,927,283
2014A	Sales Tax	6,936,667	5,511,854		12,448,521
2015B	Sales Tax	4,287,500	2,740,813		7,028,313
2016B	Sales Tax Refunding	-	1,247,925		1,247,925
2016C	Sales Tax Refinancing	10,913,333	673,587		11,586,920
2016D	Sales Tax	-	2,222,250		2,222,250
2017B	Sales Tax	-	2,313,153		2,313,153
2019 Farebox Equipment	Sales Tax	-	287,785		287,785
2019 State of Good Repair	Sales Tax	-	230,819		230,819
<u>Five Year Bond</u>					
2015 Series A Bonds	Sales Tax	10,216,667	2,555,792		12,772,458
<u>Voted Sales Tax</u>					
2009A	Sales Tax / Grants	-	-		-
2011A	Sales Tax / Grants	-	16,184,000		16,184,000
2009C	Sales Tax / Subsidy	-	5,675,656		5,675,656
2016A	Sales Tax Refunding	-	6,312,250		6,312,250
2017A	Sales Tax Refunding	-	3,260,688		3,260,688
<u>Commercial Paper</u>					
Principal					
-Payments from GMP Increment		-			-
-Payments from Interest Underrun		1,200,000			1,200,000
Interest			1,654,448		1,654,448
<u>Fees</u>					
LOC Fees				603,500	603,500
Dealer Fees				406,700	406,700
Total Debt Service		\$43,827,083	\$52,135,426	\$1,010,200	\$ 96,972,709

On its senior lien debt, METRO has pledged 75% of its sales tax receipts, not including the 25% of sales tax designated for General Mobility Program. Each month, the sales tax receipts are sent directly from the State Comptroller to the bond trustee, who first deposits 1/6 of the next interest payment and 1/12 of the next principal payment to the Interest and Sinking Fund, followed by any required contributions to METRO's debt service reserve escrows before sending the remaining receipts on to METRO.

DEBT POLICY

In August 2016, the METRO Board of Directors approved an updated Debt Policy for the Authority (the “*Debt Policy*”). The Debt Policy sets forth guidance on the type of debt that may be incurred by the Authority, the source of payment for its debt obligations and other factors to be considered when incurring debt. The Debt Policy allows the Authority to incur debt for only the following purposes: financing capital assets, improving infrastructure, refunding or defeasing existing obligations, funding capitalized interest, paying costs of issuance or making deposits to debt service funds and other funds required by debt covenants.

Voter Authorized

In the 2003 Election, voters authorized the issuance of \$640,000,000 of bonds payable from a pledge of 75% of the sales and use tax revenue collected by the Authority (the “Voted Sales Tax Bonds”) to fund projects for its transit system. The Authority has issued all the bonds authorized at the 2003 Election. The Authority may hold one or more future elections to authorize additional sales tax bonds; however, none are planned at this time.

- Pledge of 75% of sales tax
- Long-term, fixed rate bonds up to 40 years
- Purpose: Any capital improvements
- Authorization: \$640 million approved by voters in 2003

Senior Lien

Under current State law, in addition to the Voted Sales Tax Bonds and other sales tax bonds approved by future elections, the Authority may issue certain other Senior Lien Obligations without an election, specifically (i) contractual obligations and (ii) commercial paper notes and Sales and Use Tax Bonds or notes with a five-year or shorter term.

Contractual Obligations

Contractual obligations may be issued as Senior Lien Obligations on a parity with the Voted Sales Tax Bonds and may be issued to finance vehicles and other personal property.

- Pledge of 75% of sales tax
- Long-term, fixed rate bonds up to useful life of asset being financed with a maximum of 25 years
- Purpose: Equipment such as rail cars and buses

Commercial Paper Notes

The Authority has established a \$400 million commercial paper program (“CP Program”) for the issuance of Sales and Use Tax Revenue Commercial Paper Notes (the “CP Notes”) in multiple separate series. The current maximum issuance capacity of the CP Program is \$165 million, which is the amount of authorized CP Notes secured by credit facilities. The CP Notes are Senior Lien Obligations payable on a parity with the Obligations. The Commercial Paper Notes are not subject to Reserve Fund requirements.

- Pledge of 75% of sales tax
- Short-term, variable rate notes
- Program limited to 5 years with extensions of additional 5 year periods with Texas Attorney General approvals
- Purpose: Interim financing of any capital improvement project



RATINGS

METRO’s Sales Tax and Use Tax Bonds and Contractual Obligations have received high investment grade ratings from both the Moody’s Investor Services and Standard & Poor’s rating agencies as follows:

Issue	Moody’s/S&P
Sales and Use Tax Revenue Bonds	Aa2/AA
Sales and Use Tax Contractual Obligations	Aa2/AA

BUS REPLACEMENT

The Authority’s fleet replacement plan is designed to ensure service reliability. In accordance with FTA standards, the Authority assumes a life expectancy of 12-16 years for each bus. Therefore, the Authority plans to replace one-twelfth of its vehicle bus fleet, or approximately 100 buses, each year.

FUTURE DEBT ISSUANCE

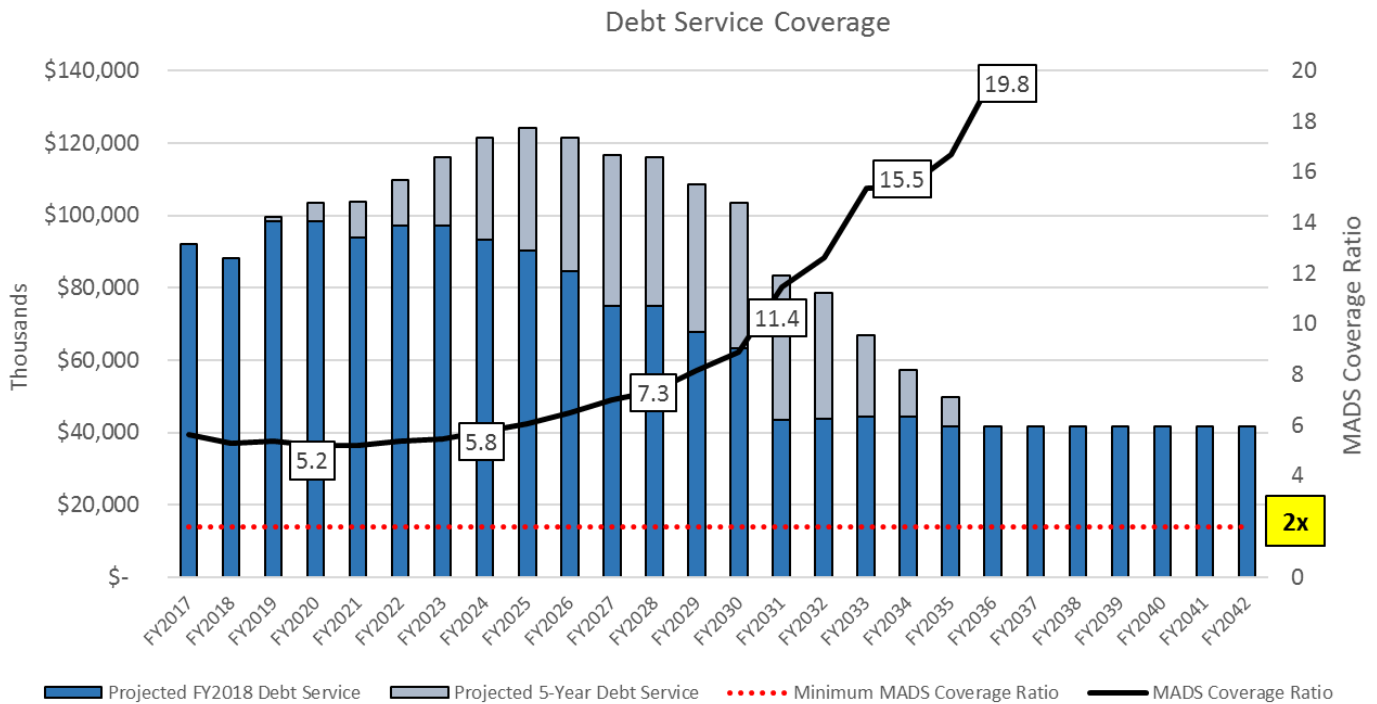
METRO plans to continue issuing contractual obligations over the next five years. The table below highlights how the debt will be used.

Fiscal Year	Bus Purchases	Fare Box Replacements	State of Good Repair Financing
2018	\$69.198 MM		
2019	\$42.189 MM	\$18.702MM	\$15.000MM
2020	\$48.491 MM	\$10.779MM	\$35.000MM
2021	\$34.039 MM		\$18.500MM
2022	\$57.139 MM		

CURRENT DEBT LEVELS vs. LEGAL DEBT LIMITS

The chart below shows the relationship between current debt levels and legal debt limits. In the chart, the dotted line shows the Authority’s legal minimum coverage. This minimum Sales Tax Coverage Ratio is set at 2x. The chart below demonstrates that METRO’s Sales Tax Coverage far exceeds the Minimum Requirement.

SALES TAX COVERAGE FAR EXCEEDS MINIMUM REQUIREMENT



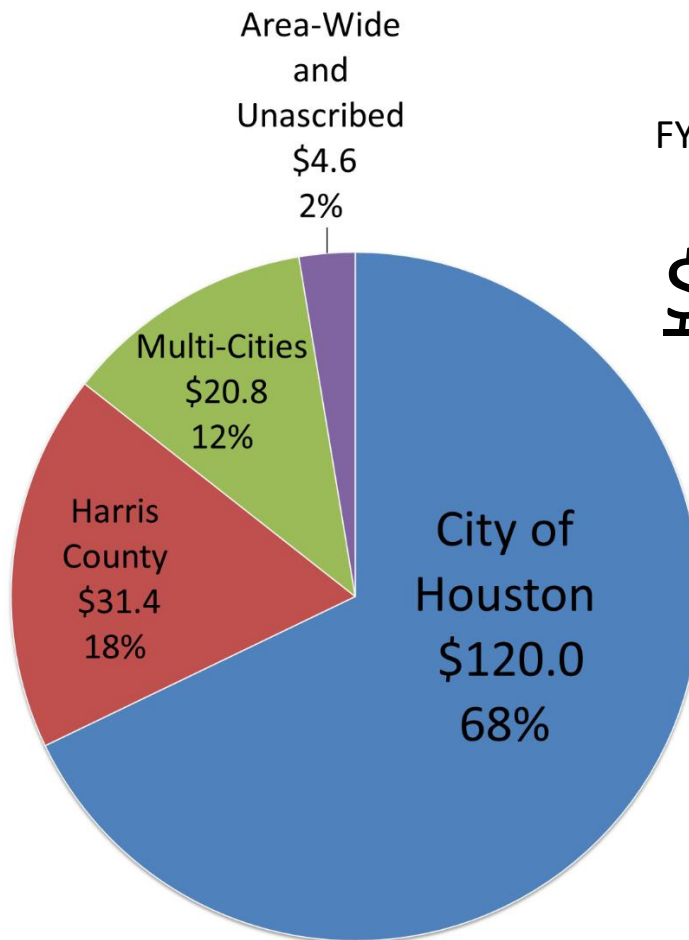
METRO has a legal responsibility to limit Maximum Annual Debt Service to 2x pledged sales tax revenues. METRO relies on sales tax revenue to fund transit services and has no intent to issue additional debt that would compromise its operations.



Metropolitan Transit Authority of Harris County Texas
Debt Report
As of July 31, 2017

Type of Debt	Purpose	Issued Par Value	Average Rate	Issuance Date	Maturity / Term	Cost of Issuance	Interest Earned on Proceeds	Disbursements from Proceeds	Outstanding Balance
Commercial Paper	General Mobility	\$ 169,402,000	Wtd. Avg. 0.960%	Program Inception 10-Jan-06	Wtd. Avg. 51.10 days	\$ 7,014,204	\$ 241,452	\$ 169,402,000	\$ 95,802,000
Certificates of Participation (COPS) Series 2008A	46 Orion HEV Buses 52 MCI HEV Buses	\$ 62,255,000	4.413%	July 15, 2008	Defeased August 31, 2016	\$ 215,568	\$ 420,316	\$ 61,959,754	\$ -
Certificates of Participation (COPS) Series 2008B	10 Signature Orions 50 MCI HEV	\$ 45,785,000	4.965%	December 9, 2008	Defeased August 31, 2016	\$ 151,402	\$ 97,461	\$ 41,937,000	\$ -
Sales & Use Tax Contractual Obligations Series 2009D	40 Orion HEV Buses 20 MCI HEV Buses	\$ 35,050,000	4.204%	December 30, 2009	November 1, 2021	\$ 175,686	\$ 8,913	\$ 35,612,306	\$ 16,550,000
Sales & Use Tax Contractual Obligations Series 2010A	80 Orion HEV Buses	\$ 40,290,000	3.101%	June 23, 2010	November 1, 2022	\$ 186,496	\$ 27,485	\$ 41,902,115	\$ 22,660,000
Sales & Use Tax Contractual Obligations Series 2011B	100 Orion HEV Buses	\$ 49,405,000	2.320%	September 28, 2011	November 1, 2023	\$ 93,614	\$ 7,784	\$ 53,007,784	\$ 31,670,000
Sales & Use Tax Contractual Obligations Series 2014	70 Nova Artics 70 Commuter Buses	\$ 97,953,750	2.893%	April 22, 2014	November 1, 2029	\$ 881,445	\$ 11,381	\$ 128,853,736	\$ 88,732,500
Sales & Use Tax Contractual Obligations Series 2015B	75 NABI Buses 50 NABI CNG Buses 25 MCI Commuter Buses	\$ 62,485,000	2.392%	August 28, 2015	November 1, 2028	\$ 500,949	\$ 8	\$ 72,789,714	\$ 58,570,000
Sales & Use Tax Series 2015A	CP Take Out	\$ 52,575,000	1.486%	August 28, 2015	August 15, 2020	\$ 385,930	\$ -	\$ 60,000,000	\$ 52,575,000
Sales & Use Tax Contractual Obligations Series 2016D	80 Nova 40' Transit Buses 20 60' Articulated Buses	\$ 44,445,000	2.530%	December 1, 2016	November 1, 2028	\$ 575,919	\$ 49,230	\$ 49,580,273	\$ 44,445,000
Total Non-METRO Rail Expansion		\$ 659,645,750	2.172%			\$ 10,181,213	\$ 864,030	\$ 715,044,682	\$ 411,004,500
Commercial Paper	METRO Rail Expansion Real Estate	\$ 20,598,000	Wtd. Avg. 0.960%	Program Inception 10-Jan-06	Wtd. Avg. 51.10 days	\$ 852,967	\$ 29,362	\$ 20,598,000	\$ 20,598,000
Sales & Use Tax Bonds Series 2009A	North and Southeast Corridor Expansion	\$ 94,465,000	4.963%	June 11, 2009	Pre Refund: November 1, 2029 Post Refund: November 1, 2020	\$ 560,859	\$ 145,597	\$ 96,577,321	\$ 17,230,000
Sales & Use Tax Contractual Obligations Series 2009B	Rail Vehicles & Set-Up	\$ 42,780,000	4.476%	June 11, 2009	Pre Refund: November 1, 2033 Post Refund: November 1, 2022	\$ 253,994	\$ 83,868	\$ 42,161,735	\$ 6,050,000
Sales & Use Tax Bonds Series 2009C Build America Bonds	North and Southeast Corridor Expansion	\$ 82,555,000	4.559%	June 11, 2009	November 1, 2038	\$ 440,193	\$ 222,578	\$ 77,116,267	\$ 82,555,000
Sales & Use Tax Bonds Series 2011A	North and Southeast Corridor Expansion	\$ 461,010,000	4.264%	September 28, 2011	November 1, 2041	\$ 869,366	\$ 285,759	\$ 461,301,403	\$ 363,320,000
Sales & Use Tax Contractual Obligations Series 2014	East Corridor Light Rail Vehicles	\$ 32,651,250	2.893%	April 22, 2014	November 1, 2029	\$ 293,815	\$ 99,154	\$ 30,572,729	\$ 29,577,500
Sales & Use Tax Refunding Bonds Series 2016A	Refunded \$81,980,000 of Series 2011A & \$54,000,000 of Series 2009A	\$ 126,245,000	2.207%	April 27, 2016	November 1, 2029	\$ 937,716	\$ 122	\$ 159,952,249	\$ 126,245,000
Sales & Use Tax Refunding Contractual Obligations Series 2016B	Refunded \$28,365,000 of Series 2009B	\$ 25,635,000	2.583%	April 27, 2016	November 1, 2033	\$ 295,017	\$ 49	\$ 31,680,692	\$ 25,635,000
Sales & Use Tax Bonds Series 2016C	Refinanced \$29,910,000 of 2008A COPS & \$26,525,000 of 2008B COPS	\$ 55,330,000	1.601%	August 31, 2016	August 1, 2021	\$ 179,849	\$ 27	\$ 59,844,643	\$ 44,505,000
Total METRO Rail Expansion		\$ 941,269,250	3.576%			\$ 4,683,777	\$ 691,557	\$ 862,629,718	\$ 715,715,500
Total Debt		\$ 1,600,915,000	3.064%			\$ 14,864,990	\$ 1,555,588	\$ 1,577,674,401	\$ 1,126,720,000

General Mobility Program



FY2018 Projected Transfer to the
General Mobility Program

\$176.8 million

METRO's enabling legislation authorizes the Authority to construct or maintain streets, roads, traffic signals, sidewalks, and hike and bike trails, or perform these functions through agreements with other government agencies. As early as 1982, METRO began to participate in and contribute funds for various "joint construction projects" with the City of Houston, Harris County and the 14 Multi-Cities within its service area. In 1988, this use of METRO's sales tax revenues was formalized into the General Mobility Program (GMP), dedicating 25% of its sales tax revenues to its constituent entities for General Mobility projects. These dedicated funds and their associated projects are locally known as the General Mobility Program.

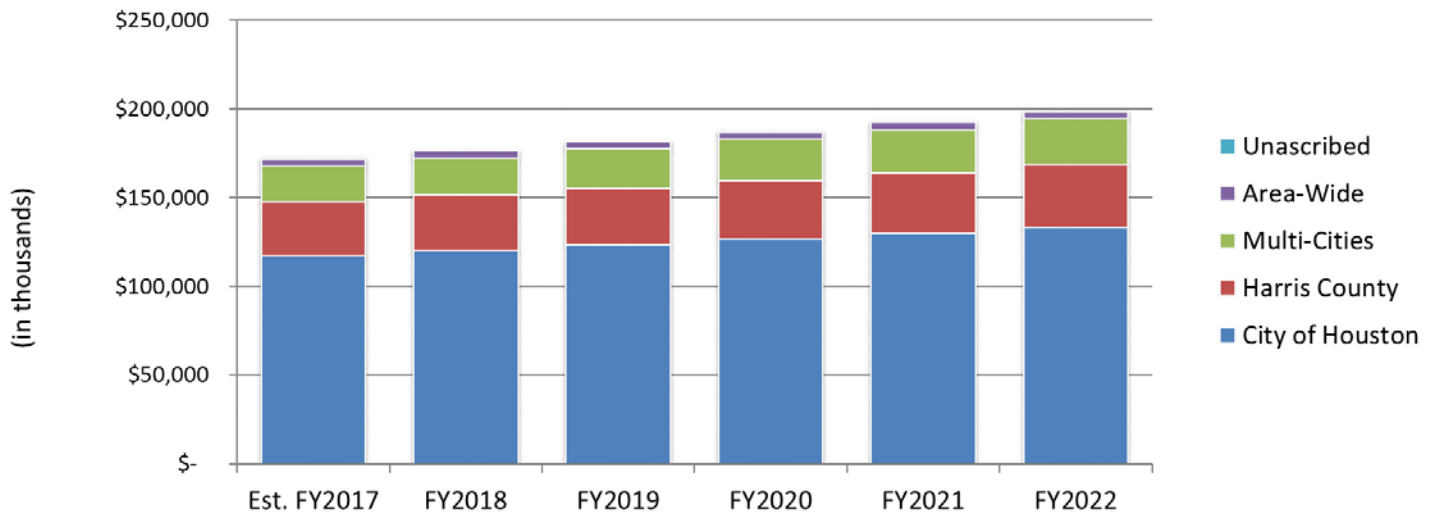
In FY2013, METRO entered into new interlocal agreements with its partner entities coinciding with the Authority's implementation of the voter mandated referendum on General Mobility held on November 6, 2012. This referendum continues General Mobility funding to member jurisdictions based on sales tax revenues set at the end of September 2014, with any growth in sales tax above that mark split 50/50 with member jurisdictions through December 31, 2025.

Projected Funding

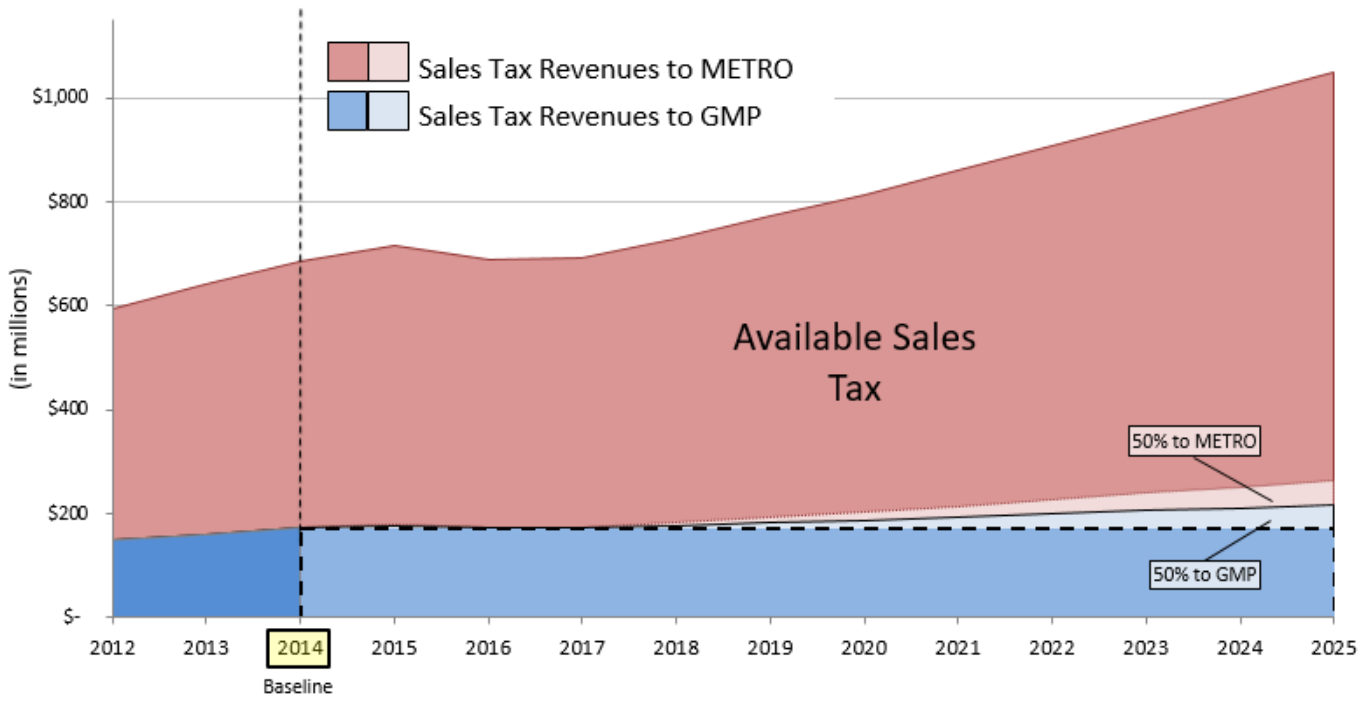
(in thousands)

	Est. FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
Street Repair & Congestion Mitigation						
City of Houston	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000
Multi-Cities	19,819	20,826	22,019	23,211	24,447	25,750
Area-Wide	4,000	4,000	4,000	4,000	4,000	4,000
Subtotal	\$ 33,819	\$ 34,826	\$ 36,019	\$ 37,211	\$ 38,447	\$ 39,750
Future Designated Projects						
City of Houston	\$ 107,258	\$ 110,000	\$ 113,248	\$ 116,494	\$ 119,858	\$ 123,504
Harris County	30,570	31,351	32,277	33,202	34,161	35,200
Unascribed	623	639	658	677	696	717
Subtotal	\$ 138,451	\$ 141,990	\$ 146,184	\$ 150,373	\$ 154,716	\$ 159,422
Total Commitment						
City of Houston	\$ 117,258	\$ 120,000	\$ 123,248	\$ 126,494	\$ 129,858	\$ 133,504
Harris County	30,570	31,351	32,277	33,202	34,161	35,200
Multi-Cities	19,819	20,826	22,019	23,211	24,447	25,750
Area-Wide	4,000	4,000	4,000	4,000	4,000	4,000
Unascribed	623	639	658	677	696	717
Total General Mobility Funding	\$ 172,269	\$ 176,816	\$ 182,203	\$ 187,585	\$ 193,163	\$ 199,172

5-Year General Mobility Projected Funding

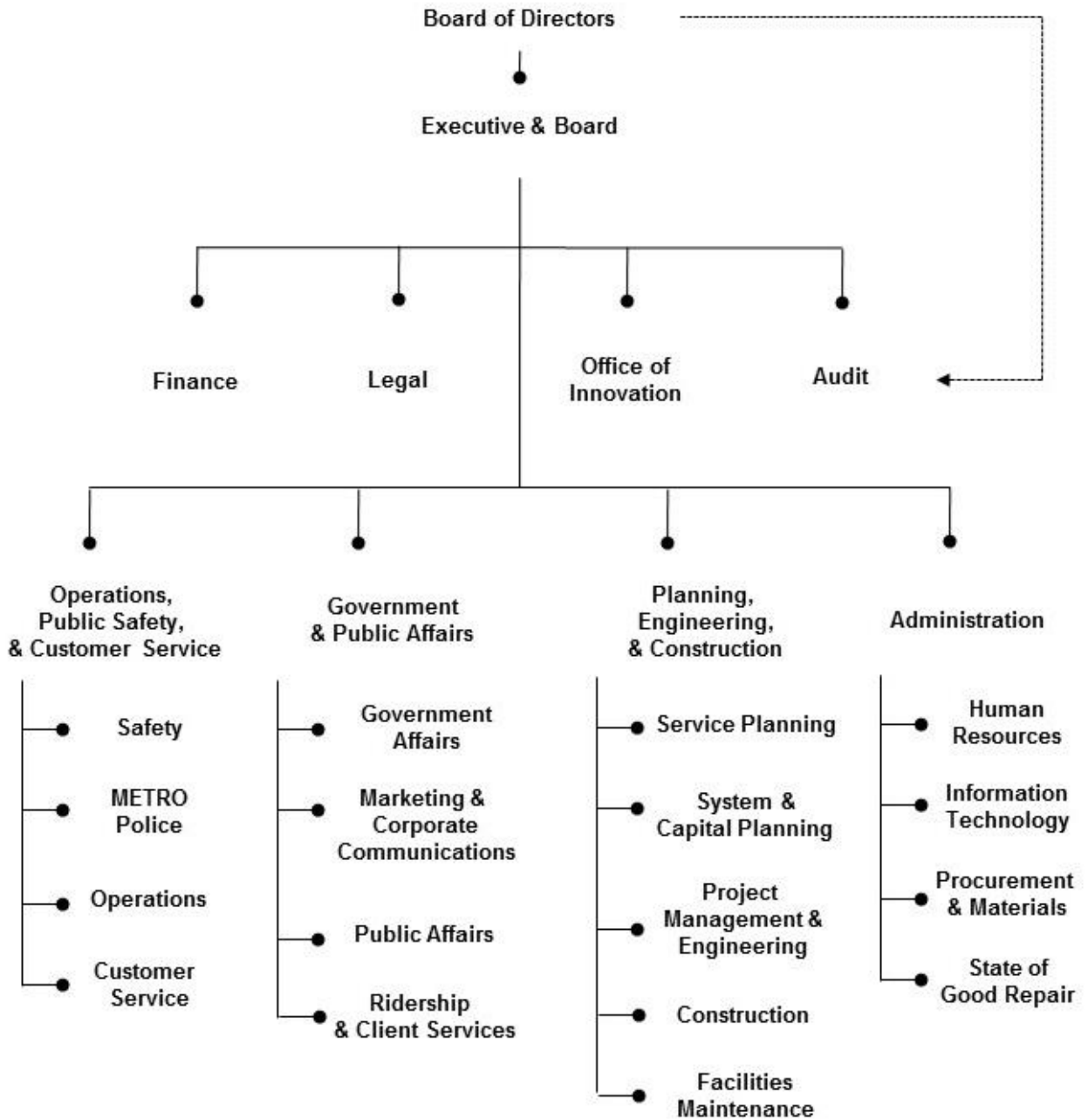


GMP Projections Based on the 2012 Referendum



The above graphic illustrates the projections for the voter mandated referendum on General Mobility held on November 6, 2012. This referendum continues General Mobility funding to member jurisdictions based on sales tax revenues set at the end of September 2014 with any growth in sales tax above that mark split 50/50 with member jurisdictions through December 31, 2025.

Organization Chart



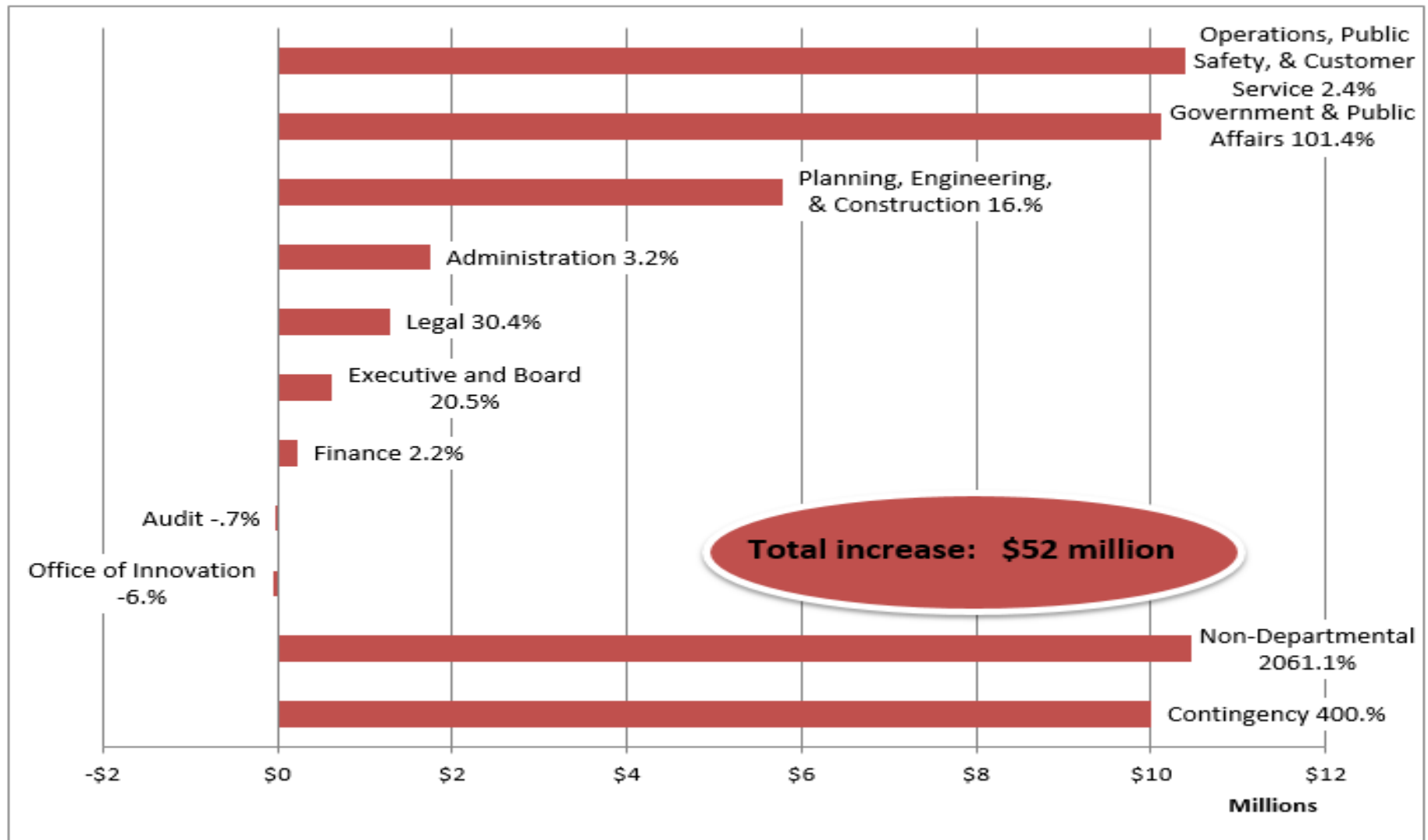


Operating Budget Department Summaries

Budget by Department

Departments	FY2017	FY2017	FY2018	Budget-to-Budget Variance	
	Budget	Estimate	Budget	\$	%
Operations, Public Safety, & Customer Service	\$ 443,873,904	\$ 437,269,202	\$ 454,448,046	\$ 10,574,142	2.4%
Administration	54,730,717	53,552,649	56,474,113	1,743,396	3.2%
Planning, Engineering, & Construction	36,135,268	34,037,732	41,910,920	5,775,652	16.0%
Finance	10,447,230	10,081,587	10,673,637	226,407	2.2%
Government & Public Affairs	10,372,417	10,316,002	20,885,138	10,512,721	101.4%
Legal	4,224,296	4,663,293	5,508,247	1,283,951	30.4%
Audit	1,556,351	1,556,351	1,544,742	(11,609)	-0.7%
Office of Innovation	642,149	705,734	603,649	(38,500)	-6.0%
Executive and Board	3,040,273	2,888,450	3,662,929	622,656	20.5%
Non-Departmental	548,398	-	11,851,580	11,303,182	2061.1%
Contingency	2,500,000	-	12,500,000	10,000,000	400.0%
TOTAL NET OPERATING	\$ 568,071,003	\$ 555,071,000	\$ 620,063,000	\$ 51,991,997	9.2%

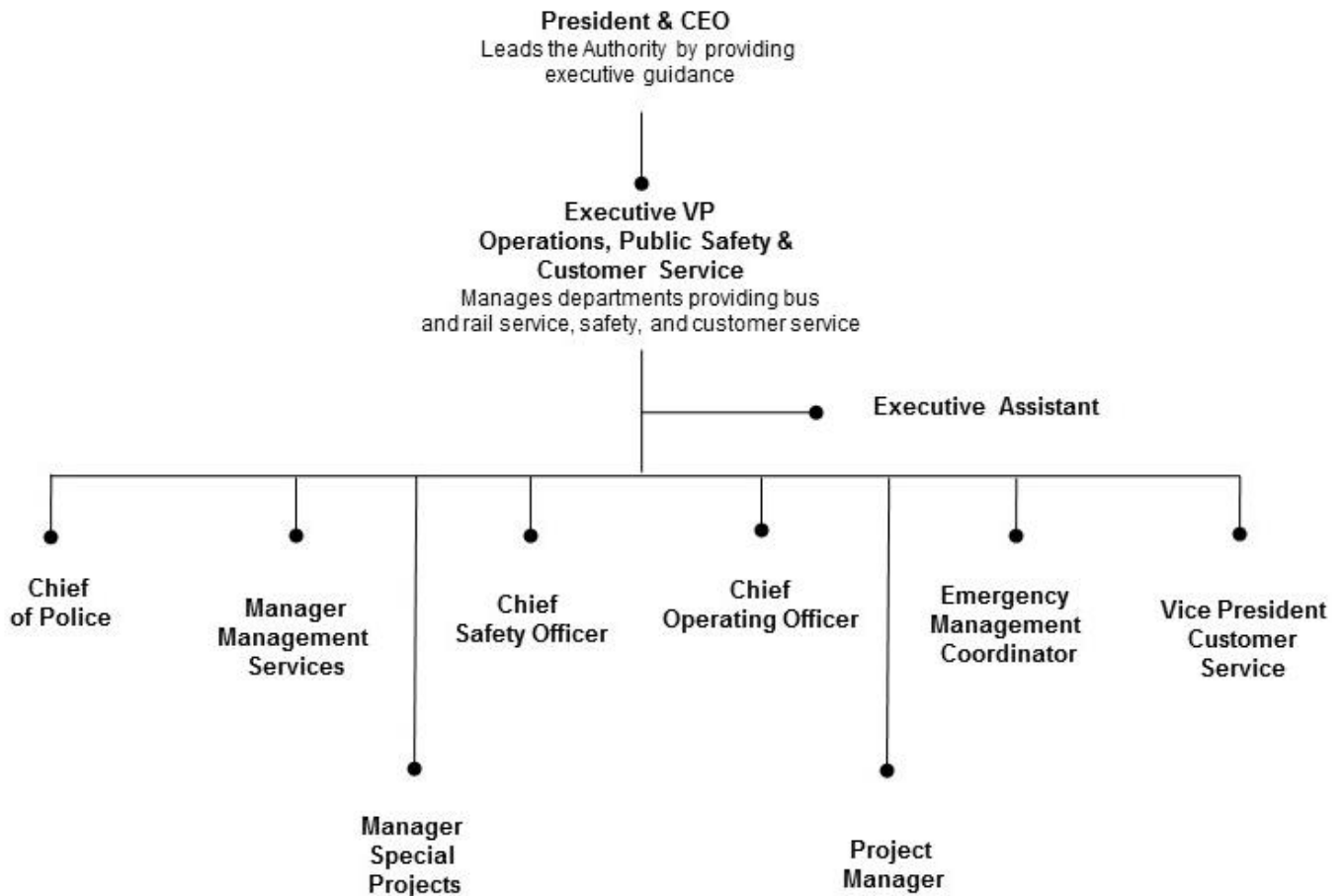
Budget by Department - Budget-to-Budget Variance



Operations, Public Safety, and Customer Service

Operations, Public Safety, and Customer Service function as the core of METRO’s transit services, including local bus, Park & Ride bus, light rail train, paratransit, vanpools, and HOV/HOT lane network, as well as the related functions of METRO Police, Safety, Customer Service, and emergency management.

OPERATIONS, PUBLIC SAFETY, & CUSTOMER SERVICE





Operations, Public Safety, and Customer Service

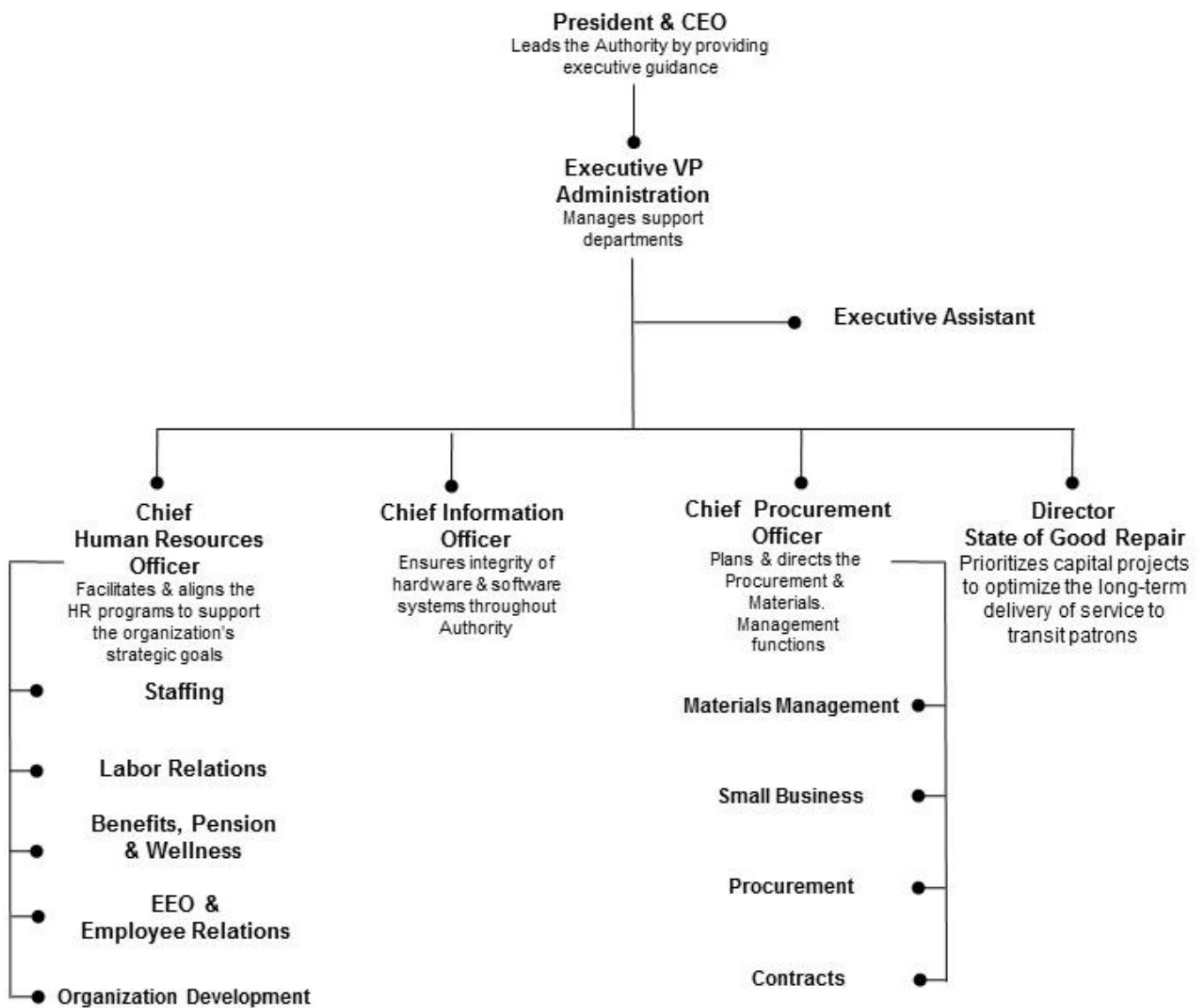
	FY2017 Budget	FY2017 Estimate	FY2018 Budget	Budget-to-Budget Variance	
				\$	%
Wages	\$ 126,783,697	\$ 126,275,898	\$ 130,075,968	\$ 3,292,271	2.6%
Union Fringe Benefits	58,729,951	58,660,295	60,627,892	1,897,941	3.2%
Subtotal Union Labor	\$ 185,513,648	\$ 184,936,193	\$ 190,703,860	\$ 5,190,212	2.8%
Salaries and Non-Union Wages	56,843,311	57,506,249	61,709,003	4,865,692	8.6%
Non-Union Fringe Benefits	23,446,935	24,555,211	26,279,082	2,832,147	12.1%
Subtotal Non-Union Labor	\$ 80,290,246	\$ 82,061,460	\$ 87,988,085	\$ 7,697,839	9.6%
Allocation to Capital and GMP	(4,086,550)	(4,315,600)	(4,581,670)	(495,120)	12.1%
Subtotal Labor and Fringe Benefits	\$ 261,717,344	\$ 262,682,053	\$ 274,110,275	\$ 12,392,931	4.7%
Services	16,648,930	14,996,297	17,073,441	424,511	2.5%
Materials and Supplies	23,160,379	23,497,470	26,104,495	2,944,116	12.7%
Fuel and Utilities	35,082,061	32,724,567	28,892,339	(6,189,722)	(17.6%)
Casualty and Liability	4,260,078	4,421,585	4,410,322	150,244	3.5%
Purchased Transportation	101,176,604	97,083,228	101,732,281	555,677	0.5%
Leases, Rentals and Miscellaneous	1,895,293	1,930,787	2,754,976	859,683	45.4%
Subtotal Non-Labor	\$ 182,223,345	\$ 174,653,934	\$ 180,967,855	\$ (1,255,490)	(0.7%)
Subtotal Labor and Non-Labor	\$ 443,940,689	\$ 437,335,987	\$ 455,078,130	\$ 11,137,441	2.5%
Allocation to Capital and GMP	(66,785)	(66,785)	(630,084)	(563,299)	843.5%
Total Operating Expenses	\$ 443,873,904	\$ 437,269,202	\$ 454,448,046	\$ 10,574,142	2.4%

	FY2017 Budget	FY2018 Budget	Budget-to-Budget Variance	
			\$	%
Total Operating Expenses				
Operations	\$ 407,121,222	\$ 413,778,090	\$ 6,656,868	1.6%
METRO Police Department	22,870,535	\$ 26,240,235	3,369,700	14.7%
Safety	8,338,201	\$ 8,609,589	271,388	3.3%
Customer Service	4,379,600	\$ 4,603,856	224,256	5.1%
Executive Vice President	1,164,346	\$ 1,216,275	51,929	4.5%

Administration

Responsible for administering guidelines for internal procedures through Human Resources, Information Technology, Procurement and State of Good Repair.

ADMINISTRATION



Administration

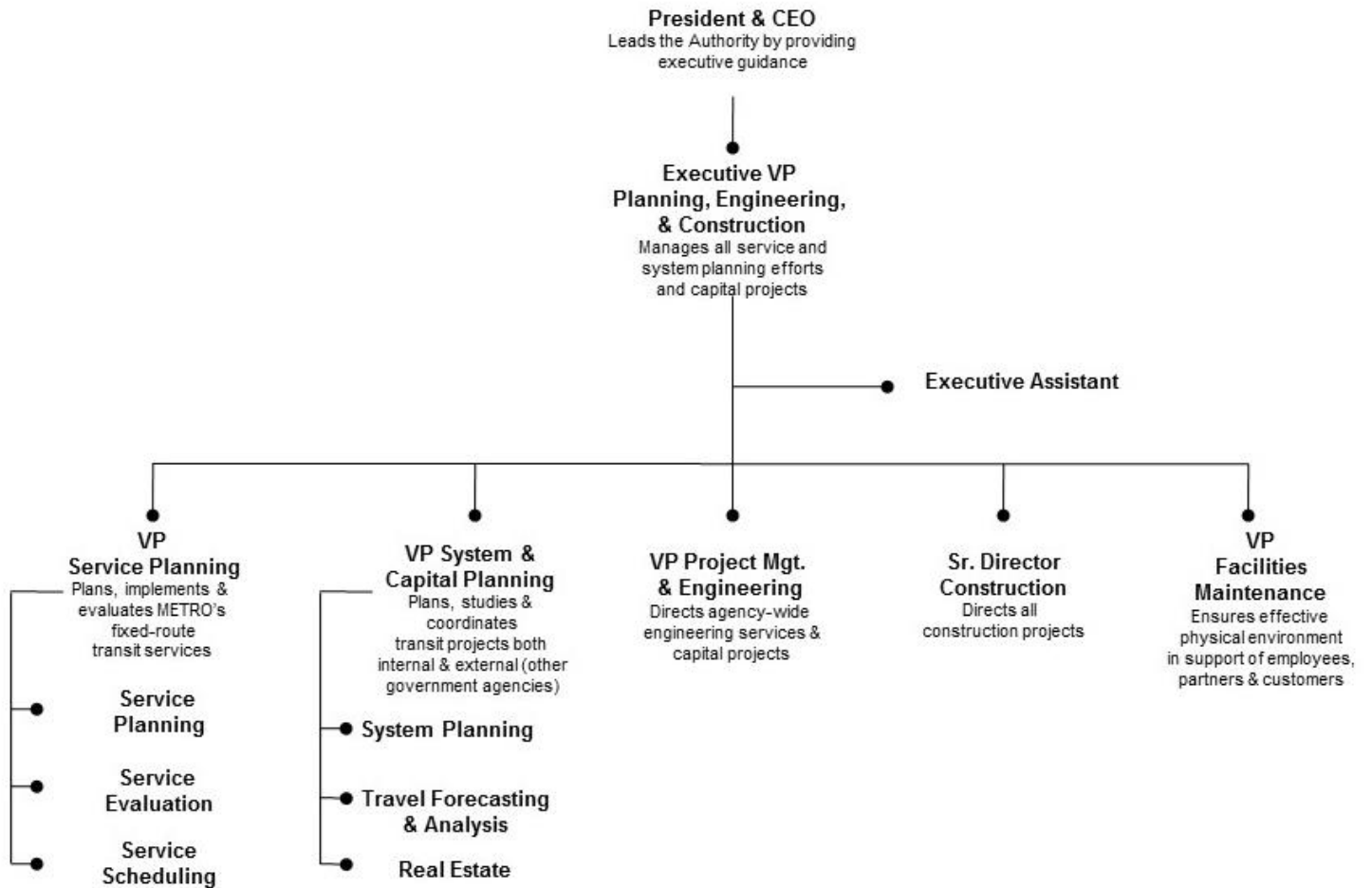
	FY2017	FY2017	FY2018	Budget-to-Budget Variance	
	<u>Budget</u>	<u>Estimate</u>	<u>Budget</u>	\$	%
Wages	\$ 2,934,305	\$ 2,934,305	\$ 3,063,580	\$ 129,275	4.4%
Union Fringe Benefits	13,560,050	13,460,163	13,677,025	116,975	0.9%
Subtotal Union Labor	\$ 16,494,355	\$ 16,394,468	\$ 16,740,605	\$ 246,250	1.5%
Salaries and Non-Union Wages	14,682,064	14,522,005	15,074,846	392,782	2.7%
Non-Union Fringe Benefits	9,207,652	9,156,942	9,296,445	88,793	1.0%
Subtotal Non-Union Labor	\$ 23,889,716	\$ 23,678,947	\$ 24,371,291	\$ 481,575	2.0%
Allocation to Capital and GMP	(1,790,877)	(1,505,754)	(1,455,081)	335,796	(18.8%)
Subtotal Labor and Fringe Benefits	\$ 38,593,194	\$ 38,567,661	\$ 39,656,814	\$ 1,063,620	2.8%
Services	6,377,677	6,032,226	7,366,393	988,716	15.5%
Materials and Supplies	575,051	490,637	569,321	(5,730)	(1.0%)
Fuel and Utilities	1,762,751	1,388,751	1,366,611	(396,140)	(22.5%)
Casualty and Liability	-	-	-	-	N/A
Purchased Transportation	-	-	-	-	N/A
Leases, Rentals and Miscellaneous	7,422,044	7,073,374	7,514,974	92,930	1.3%
Subtotal Non-Labor	\$ 16,137,523	\$ 14,984,988	\$ 16,817,299	\$ 679,776	4.2%
Subtotal Labor and Non-Labor	\$ 54,730,717	\$ 53,552,649	\$ 56,474,113	\$ 1,743,396	3.2%
Allocation to Capital and GMP	-	-	-	-	N/A
Total Operating Expenses	\$ 54,730,717	\$ 53,552,649	\$ 56,474,113	\$ 1,743,396	3.2%

Total Operating Expenses	FY2017	FY2018	Budget-to-Budget Variance	
	<u>Budget</u>	<u>Budget</u>	\$	%
Information Technology	\$ 21,885,014	\$ 23,136,079	\$ 1,251,065	5.7%
Human Resources	21,531,535	21,444,211	(87,324)	(0.4%)
Procurement and Materials	10,681,841	10,973,439	291,598	2.7%
Executive Vice President	632,327	920,383	288,056	45.6%

Planning, Engineering, and Construction

The planning, design, engineering, and construction arm of METRO and includes the divisions of Service Planning, System and Capital Planning, Engineering and Construction, and Facilities Maintenance.

PLANNING, ENGINEERING, AND CONSTRUCTION





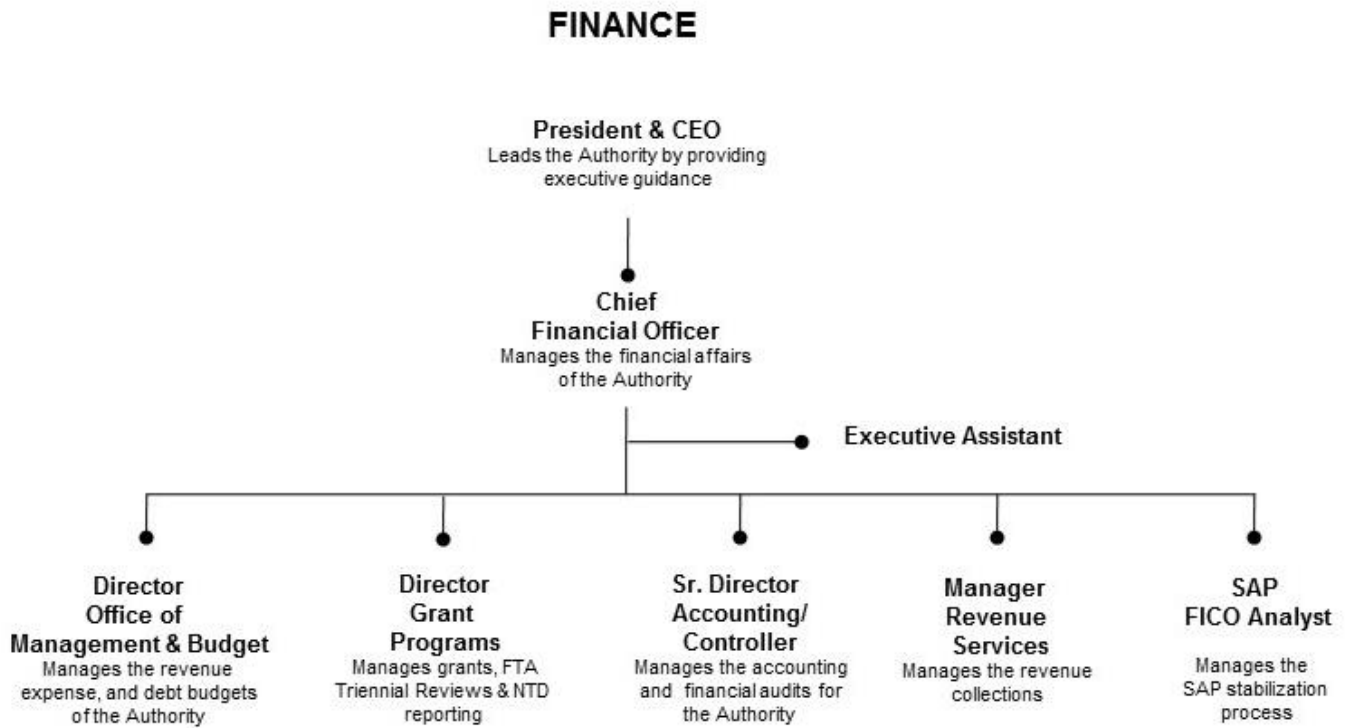
Planning, Engineering, and Construction

	FY2017 <u>Budget</u>	FY2017 <u>Estimate</u>	FY2018 <u>Budget</u>	Budget-to-Budget Variance	
				\$	%
Wages	\$ 5,553,693	\$ 5,543,904	\$ 5,924,665	\$ 370,972	6.7%
Union Fringe Benefits	3,089,369	3,086,294	3,166,404	77,035	2.5%
Subtotal Union Labor	\$ 8,643,062	\$ 8,630,198	\$ 9,091,070	\$ 448,008	5.2%
Salaries and Non-Union Wages	9,603,104	9,092,701	9,602,754	(350)	(0.0%)
Non-Union Fringe Benefits	3,567,347	3,389,720	3,494,927	(72,420)	(2.0%)
Subtotal Non-Union Labor	\$ 13,170,451	\$ 12,482,421	\$ 13,097,682	\$ (72,769)	(0.6%)
Allocation to Capital and GMP	(5,192,565)	(4,278,843)	(4,420,567)	771,998	(14.9%)
Subtotal Labor and Fringe Benefits	\$ 16,620,948	\$ 16,833,776	\$ 17,768,184	\$ 1,147,236	6.9%
Services	12,579,503	10,695,986	16,819,899	4,240,396	33.7%
Materials and Supplies	1,931,146	1,841,026	2,520,194	589,048	30.5%
Fuel and Utilities	4,818,763	4,516,251	4,624,653	(194,110)	(4.0%)
Casualty and Liability	-	(21,206)	-	-	N/A
Purchased Transportation	-	-	-	-	N/A
Leases, Rentals and Miscellaneous	184,908	171,899	177,989	(6,919)	(3.7%)
Subtotal Non-Labor	\$ 19,514,320	\$ 17,203,956	\$ 24,142,736	\$ 4,628,416	23.7%
Subtotal Labor and Non-Labor	\$ 36,135,268	\$ 34,037,732	\$ 41,910,920	\$ 5,775,652	16.0%
Allocation to Capital and GMP	-	-	-	-	N/A
Total Operating Expenses	\$ 36,135,268	\$ 34,037,732	\$ 41,910,920	\$ 5,775,652	16.0%

	FY2017 <u>Budget</u>	FY2018 <u>Budget</u>	Budget-to-Budget Variance	
			\$	%
Total Operating Expenses				
Facilities Maintenance	\$ 28,854,219	\$ 32,428,995	\$ 3,574,776	12.4%
Planning	6,743,079	8,059,691	1,316,612	19.5%
Engineering and Construction	488,019	1,289,017	800,998	164.1%
Executive Vice President	49,951	133,217	83,266	166.7%

Finance

Provides management oversight and control of all financial functions including accounting and cash management, revenue management, grant management, and business and budget planning.





Finance

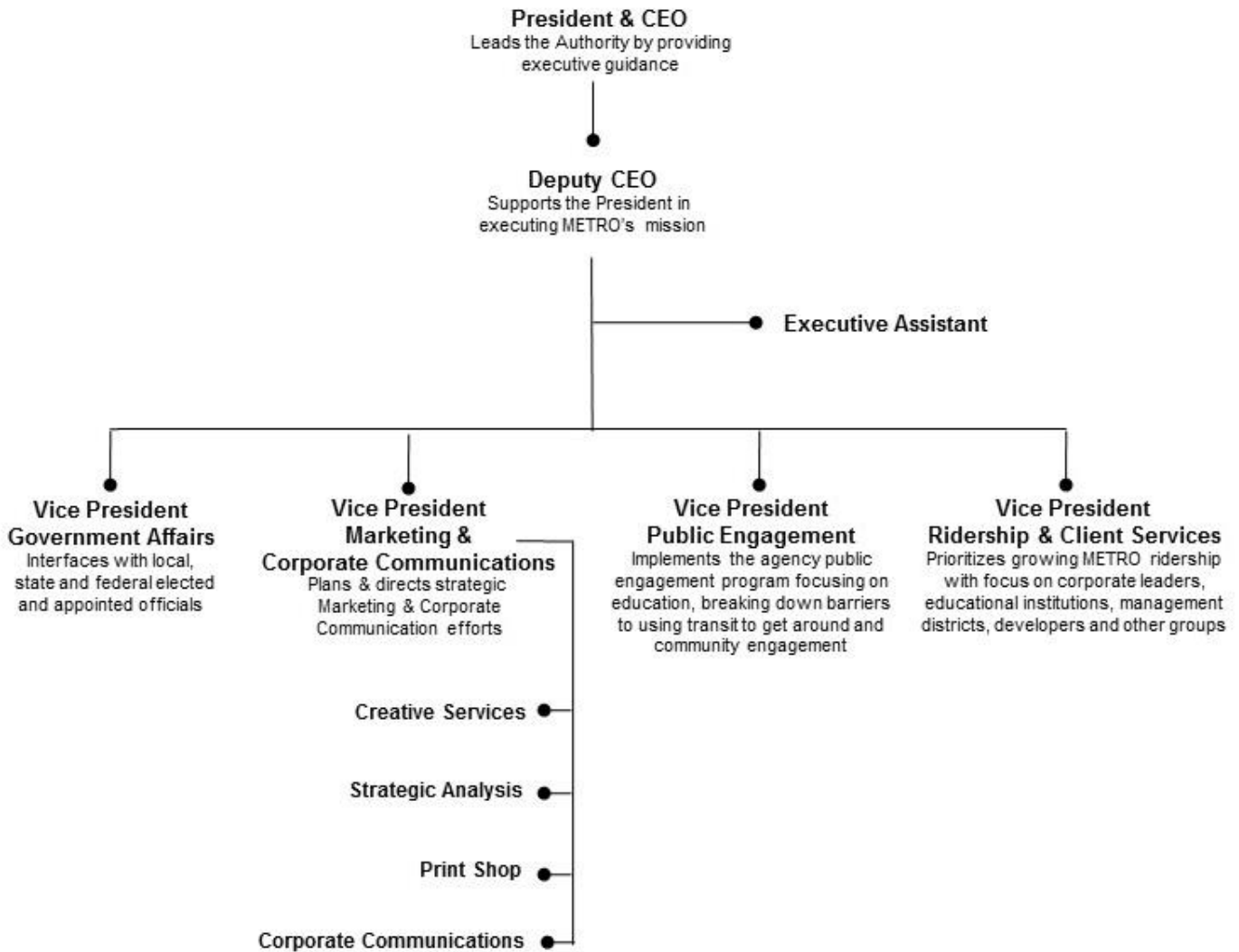
	FY2017 Budget	FY2017 Estimate	FY2018 Budget	Budget-to-Budget Variance	
				\$	%
Wages	\$ -	\$ -	\$ -	\$ -	N/A
Union Fringe Benefits	\$ 10,570	\$ 10,570	\$ 11,294	\$ 724	6.8%
Subtotal Union Labor	\$ 10,570	\$ 10,570	\$ 11,294	\$ 724	6.8%
Salaries and Non-Union Wages	5,808,421	5,656,547	5,833,959	25,538	0.4%
Non-Union Fringe Benefits	2,306,697	2,252,588	2,432,517	125,820	5.5%
Subtotal Non-Union Labor	\$ 8,115,118	\$ 7,909,135	\$ 8,266,475	\$ 151,357	1.9%
Allocation to Capital and GMP	(19,067)	(71,055)	(171,352)	(152,285)	798.7%
Subtotal Labor and Fringe Benefits	\$ 8,106,621	\$ 7,848,650	\$ 8,106,417	\$ (204)	(0.0%)
Services	1,891,308	1,783,543	2,103,100	211,792	11.2%
Materials and Supplies	353,771	354,014	371,167	17,396	4.9%
Fuel and Utilities	9,662	9,662	9,662	-	0.0%
Casualty and Liability	-	-	-	-	N/A
Purchased Transportation	-	-	-	-	N/A
Leases, Rentals and Miscellaneous	85,868	85,718	83,291	(2,577)	(3.0%)
Subtotal Non-Labor	\$ 2,340,609	\$ 2,232,937	\$ 2,567,220	\$ 226,611	9.7%
Subtotal Labor and Non-Labor	\$ 10,447,230	\$ 10,081,587	\$ 10,673,637	\$ 226,407	2.2%
Allocation to Capital and GMP	-	-	-	-	N/A
Total Operating Expenses	\$ 10,447,230	\$ 10,081,587	\$ 10,673,637	\$ 226,407	2.2%

	FY2017 Budget	FY2018 Budget	Budget-to-Budget Variance	
			\$	%
Total Operating Expenses				
Office of the Controller	\$ 3,778,069	\$ 4,016,573	\$ 238,504	6.3%
Revenue Service	3,067,871	3,116,727	48,856	1.6%
Office of Management and Budget	2,336,739	1,987,603	(349,136)	(14.9%)
Chief Financial Officer	726,178	947,094	220,916	30.4%
Grants	538,373	605,639	67,266	12.5%

Government & Public Affairs

Responsible for interfacing and maintaining relationships with government officials and represent METRO’s interests in legislative forums. Responsible for implementing the agency public engagement program focusing on education, breaking down barriers to using transit and community engagement.

GOVERNMENT & PUBLIC AFFAIRS





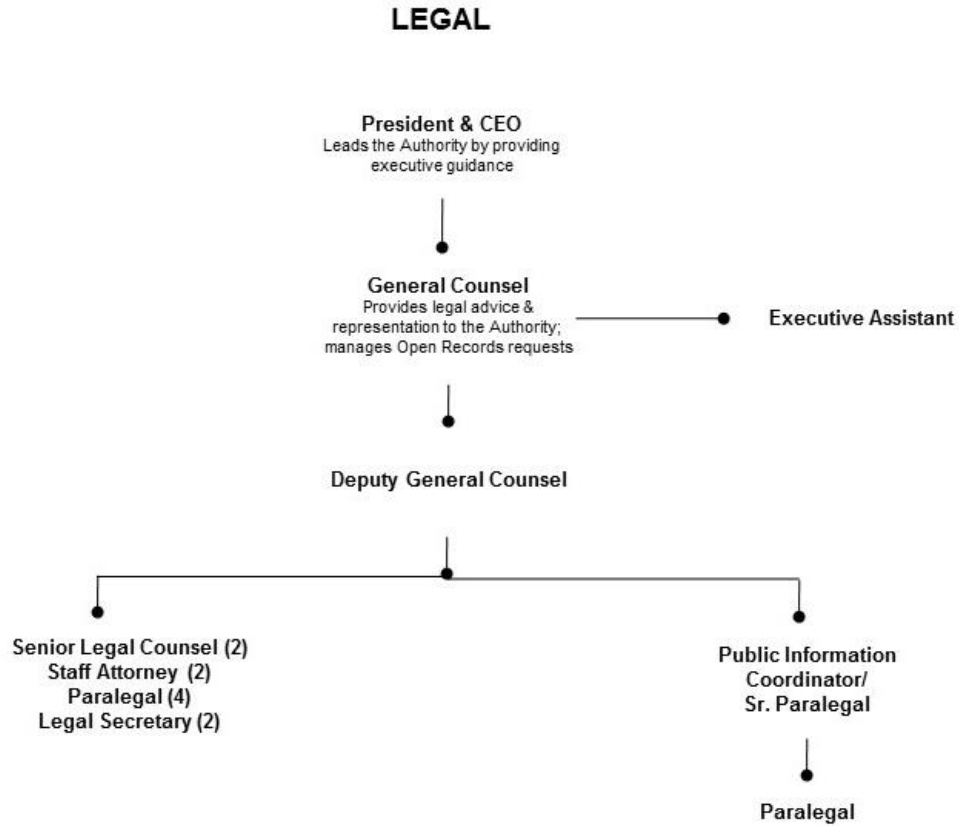
Government and Public Affairs

	FY2017	FY2017	FY2018	Budget-to-Budget Variance	
	Budget	Estimate	Budget	\$	%
Wages	\$ -	\$ -	\$ -	\$ -	N/A
Union Fringe Benefits	\$ 3,416	\$ 3,422	\$ 3,976	\$ 560	16.4%
Subtotal Union Labor	\$ 3,416	\$ 3,422	\$ 3,976	\$ 560	16.4%
Salaries and Non-Union Wages	3,170,732	3,155,935	3,366,305	195,573	6.2%
Non-Union Fringe Benefits	1,205,780	1,204,594	1,291,728	85,948	7.1%
Subtotal Non-Union Labor	\$ 4,376,512	\$ 4,360,529	\$ 4,658,033	\$ 281,521	6.4%
Allocation to Capital and GMP	(53,217)	(62,877)	-	53,217	(100.0%)
Subtotal Labor and Fringe Benefits	\$ 4,326,711	\$ 4,301,074	\$ 4,662,009	\$ 335,298	7.7%
Services	4,994,649	4,994,649	14,677,791	9,683,142	193.9%
Materials and Supplies	868,668	868,668	1,266,000	397,332	45.7%
Fuel and Utilities	23,434	7,656	33,641	10,207	43.6%
Casualty and Liability	-	-	-	-	N/A
Purchased Transportation	-	-	-	-	N/A
Leases, Rentals and Miscellaneous	158,955	143,955	245,697	86,742	54.6%
Subtotal Non-Labor	\$ 6,045,706	\$ 6,014,928	\$16,223,129	\$ 10,177,423	168.3%
Subtotal Labor and Non-Labor	\$10,372,417	\$ 10,316,002	\$20,885,138	\$ 10,512,721	101.4%
Allocation to Capital and GMP	-	-	-	-	N/A
Total Operating Expenses	\$10,372,417	\$ 10,316,002	\$20,885,138	\$ 10,512,721	101.4%

Total Operating Expenses	FY2017	FY2018	Budget-to-Budget Variance	
	Budget	Budget	\$	%
Marketing and Communications	\$ 7,961,802	\$ 17,722,425	\$ 9,760,623	122.6%
Public Engagement	1,342,834	1,706,825	363,991	27.1%
Ridership Services	602,926	998,506	395,580	65.6%
Government Affairs	464,855	457,382	(7,473)	(1.6%)

Legal

Provides legal representation and advice to all departments in the areas of employment law, litigation law, and transactional law.

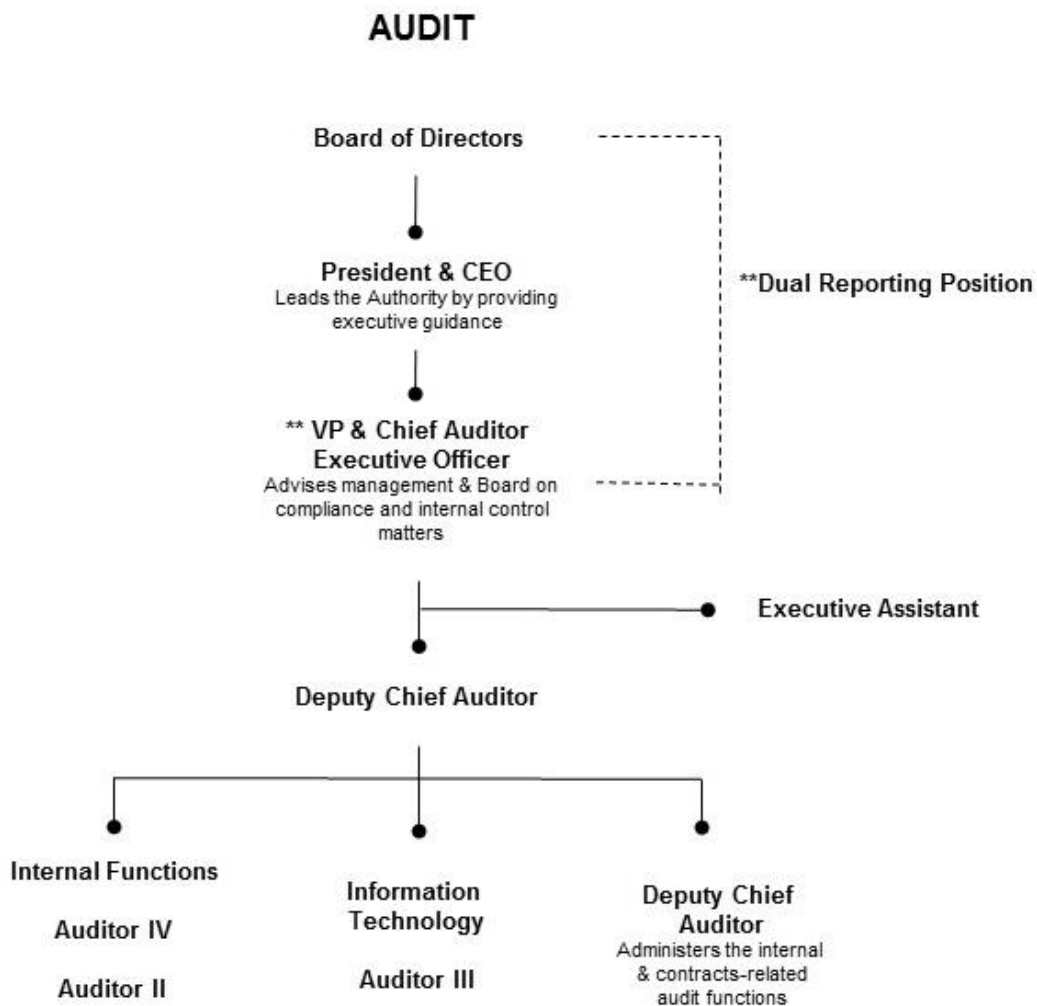


Legal

	FY2017 Budget	FY2017 Estimate	FY2018 Budget	Budget-to-Budget Variance	
				\$	%
Wages	\$ -	\$ -	\$ -	\$ -	N/A
Union Fringe Benefits	1,758	1,758	2,119	361	20.5%
Subtotal Union Labor	\$ 1,758	\$ 1,758	\$ 2,119	\$ 361	20.5%
Salaries and Non-Union Wages	1,500,567	1,500,567	1,629,983	129,416	8.6%
Non-Union Fringe Benefits	464,145	464,146	494,299	30,154	6.5%
Subtotal Non-Union Labor	\$ 1,964,712	\$ 1,964,713	\$ 2,124,282	\$ 159,570	8.1%
Allocation to Capital and GMP	-	-	-	-	N/A
Subtotal Labor and Fringe Benefits	\$ 1,966,470	\$ 1,966,471	\$ 2,126,401	\$ 159,931	8.1%
Services	2,166,195	2,605,191	3,290,403	1,124,208	51.9%
Materials and Supplies	7,000	7,000	7,000	-	0.0%
Fuel and Utilities	6,277	6,277	6,278	1	0.0%
Casualty and Liability	-	-	-	-	N/A
Purchased Transportation	-	-	-	-	N/A
Leases, Rentals and Miscellaneous	78,354	78,354	78,165	(189)	(0.2%)
Subtotal Non-Labor	\$ 2,257,826	\$ 2,696,822	\$ 3,381,846	\$ 1,124,020	49.8%
Subtotal Labor and Non-Labor	\$ 4,224,296	\$ 4,663,293	\$ 5,508,247	\$ 1,283,951	30.4%
Allocation to Capital and GMP	-	-	-	-	N/A
Total Operating Expenses	\$ 4,224,296	\$ 4,663,293	\$ 5,508,247	\$ 1,283,951	30.4%

Audit

Provides objective assurance and consulting activity designed to add value and improve METRO's operations by performing independent assessments of systems controls and efficiency, guided by professional standards and using innovative approaches; supporting our customers' efforts to achieve their objectives; and by maintaining a dynamic, team-oriented environment.



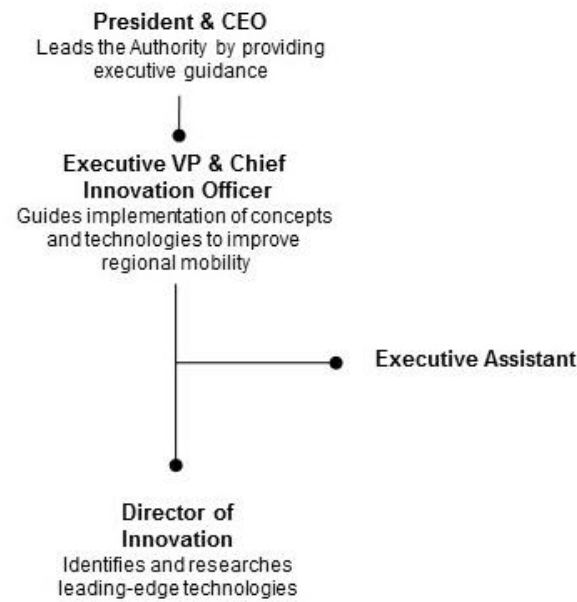
Audit

	FY2017 Budget	FY2017 Estimate	FY2018 Budget	Budget-to-Budget Variance	
				\$	%
Wages	\$ -	\$ -	\$ -	\$ -	N/A
Union Fringe Benefits	1,106	1,106	1,225	119	10.7%
Subtotal Union Labor	\$ 1,106	\$ 1,106	\$ 1,225	\$ 119	10.7%
Salaries and Non-Union Wages	941,819	941,819	942,072	253	0.0%
Non-Union Fringe Benefits	364,304	364,304	380,915	16,611	4.6%
Subtotal Non-Union Labor	\$ 1,306,123	\$ 1,306,123	\$ 1,322,987	\$ 16,864	1.3%
Allocation to Capital and GMP	-	-	-	-	N/A
Subtotal Labor and Fringe Benefits	\$ 1,307,229	\$ 1,307,229	\$ 1,324,212	\$ 16,983	1.3%
Services	238,726	238,726	208,530	(30,196)	(12.6%)
Materials and Supplies	600	600	900	300	50.0%
Fuel and Utilities	900	900	900	-	0.0%
Casualty and Liability	-	-	-	-	N/A
Purchased Transportation	-	-	-	-	N/A
Leases, Rentals and Miscellaneous	8,896	8,896	10,200	1,304	14.7%
Subtotal Non-Labor	\$ 249,122	\$ 249,122	\$ 220,530	\$ (28,592)	(11.5%)
Subtotal Labor and Non-Labor	\$ 1,556,351	\$ 1,556,351	\$ 1,544,742	\$ (11,609)	(0.7%)
Allocation to Capital and GMP	-	-	-	-	N/A
Total Operating Expenses	\$ 1,556,351	\$ 1,556,351	\$ 1,544,742	\$ (11,609)	(0.7%)

Office of Innovation

Keeps up with technological innovations and challenges redefining public transit to enhance safety, efficiency, and the customer experience.

OFFICE OF INNOVATION



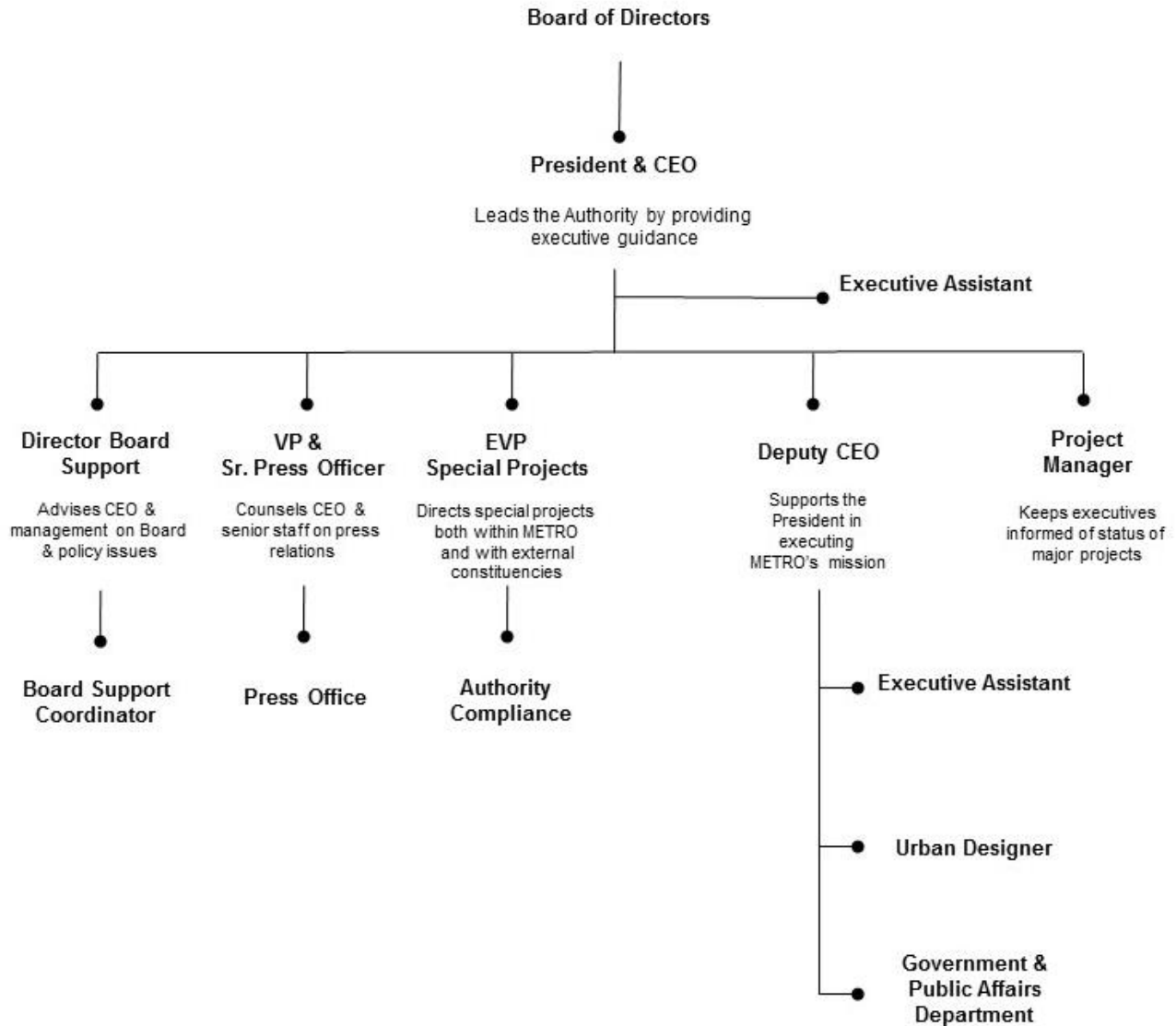


Office of Innovation

	FY2017 Budget	FY2017 Estimate	FY2018 Budget	Budget-to-Budget Variance	
				\$	%
Wages	\$ -	\$ -	\$ -	\$ -	N/A
Union Fringe Benefits	483	379	495	12	2.6%
Subtotal Union Labor	\$ 483	\$ 379	\$ 495	\$ 12	2.6%
Salaries and Non-Union Wages	412,564	430,310	381,141	(31,423)	(7.6%)
Non-Union Fringe Benefits	85,082	252,368	81,100	(3,982)	(4.7%)
Subtotal Non-Union Labor	\$ 497,646	\$ 682,678	\$ 462,241	\$ (35,405)	(7.1%)
Allocation to Capital and GMP	-	-	-	-	N/A
Subtotal Labor and Fringe Benefits	\$ 498,129	\$ 683,057	\$ 462,737	\$ (35,392)	(7.1%)
Services	70,000	4,235	43,987	(26,013)	(37.2%)
Materials and Supplies	2,500	873	2,500	-	0.0%
Fuel and Utilities	3,400	1,591	3,400	-	0.0%
Casualty and Liability	-	-	-	-	N/A
Purchased Transportation	-	-	-	-	N/A
Leases, Rentals and Miscellaneous	68,120	15,978	91,025	22,905	33.6%
Subtotal Non-Labor	\$ 144,020	\$ 22,677	\$ 140,912	\$ (3,108)	(2.2%)
Subtotal Labor and Non-Labor	\$ 642,149	\$ 705,734	\$ 603,649	\$ (38,500)	(6.0%)
Allocation to Capital and GMP	-	-	-	-	N/A
Total Operating Expenses	\$ 642,149	\$ 705,734	\$ 603,649	\$ (38,500)	(6.0%)

Executive & Board

The President and CEO oversees the management and operations of transit services. The Press Office enhances the visibility of METRO, the Authority Compliance division ensures METRO’s compliance with legislation and regulations, and the Board staff provide support for METRO’s Board of Directors.





Executive and Board

	FY2017 Budget	FY2017 Estimate	FY2018 Budget	Budget-to-Budget Variance	
				\$	%
Wages	\$ -	\$ -	\$ -	\$ -	N/A
Union Fringe Benefits	2,325	2,158	3,066	741	31.9%
Subtotal Union Labor	\$ 2,325	\$ 2,158	\$ 3,066	\$ 741	31.9%
Salaries and Non-Union Wages	1,968,915	1,833,349	2,358,483	389,568	19.8%
Non-Union Fringe Benefits	578,425	562,335	751,625	173,200	29.9%
Subtotal Non-Union Labor	\$ 2,547,340	\$ 2,395,684	\$ 3,110,108	\$ 562,768	22.1%
Allocation to Capital and GMP	-	-	-	-	N/A
Subtotal Labor and Fringe Benefits	\$ 2,549,665	\$ 2,397,842	\$ 3,113,174	\$ 563,509	22.1%
Services	128,104	128,104	142,254	14,150	11.0%
Materials and Supplies	9,008	9,008	16,512	7,504	83.3%
Fuel and Utilities	22,700	22,700	28,732	6,032	26.6%
Casualty and Liability	-	-	-	-	N/A
Purchased Transportation	-	-	-	-	N/A
Leases, Rentals and Miscellaneous	330,796	330,796	362,257	31,461	9.5%
Subtotal Non-Labor	\$ 490,608	\$ 490,608	\$ 549,755	\$ 59,147	12.1%
Subtotal Labor and Non-Labor	\$ 3,040,273	\$ 2,888,450	\$ 3,662,929	\$ 622,656	20.5%
Allocation to Capital and GMP	-	-	-	-	N/A
Total Operating Expenses	\$ 3,040,273	\$ 2,888,450	\$ 3,662,929	\$ 622,656	20.5%



Non-Departmental and Contingency

	FY2017 Budget	FY2017 Estimate	FY2018 Budget	Budget-to-Budget Variance	
				\$	%
Wages	\$ -	\$ -	\$ 451,934	\$ 451,934	N/A
Union Fringe Benefits	-	-	4,252,445	4,252,445	N/A
Subtotal Union Labor	\$ -	\$ -	\$ 4,704,379	\$ 4,704,379	N/A
Salaries and Non-Union Wages	503,290	-	3,034,381	2,531,091	502.9%
Non-Union Fringe Benefits	45,108	-	339,202	294,094	652.0%
Subtotal Non-Union Labor	\$ 548,398	\$ -	\$ 3,373,583	\$ 2,825,185	515.2%
Allocation to Capital and GMP	-	-	-	-	N/A
Subtotal Labor and Fringe Benefits	\$ 548,398	\$ -	\$ 8,077,962	\$ 7,529,564	1373.0%
Services	-	-	4,233	4,233	N/A
Materials and Supplies	-	-	91,589	91,589	N/A
Fuel and Utilities	-	-	174,161	174,161	N/A
Casualty and Liability	-	-	2,021	2,021	N/A
Purchased Transportation	-	-	500,000	500,000	N/A
Leases, Rentals and Miscellaneous	-	-	3,001,614	3,001,614	N/A
Subtotal Non-Labor	\$ -	\$ -	\$ 3,773,618	\$ 3,773,618	N/A
Subtotal Labor and Non-Labor	\$ 548,398	\$ -	\$ 11,851,580	\$ 11,303,182	2061.1%
Contingency	2,500,000	-	12,500,000	10,000,000	400.0%
Allocation to Capital and GMP	-	-	-	-	N/A
Total Operating Expenses	\$ 3,048,398	\$ -	\$ 24,351,580	\$ 21,303,182	698.8%

Key Performance Indicators

The primary element in the success METRO has had in building its transit system has been its dedication to service quality. By focusing on specific, measurable goals, METRO can track its progress toward meeting the budget priorities of improving the customer experience, safety, and security. To that end, the department of Operations, Public Safety, and Customer Service tracks key performance indicators and compares performance to annual goals. These statistics measure service reliability, safety, security, and customer service. Below are descriptions of the eight most important performance indicators, which are reported to the Board of Directors every month and the most recent Monthly Status Report. All Key Performance Indicators for FY2016 and FY2017 (through August) and the goals for FY2018 can be found immediately afterward.

On-Time Performance (OTP): A local bus is considered on-time if it does not leave early and is within a five (5) minute window after the scheduled departure time. A Park & Ride bus is considered on-time if it does not depart early (except in the morning when a bus can leave from a Park & Ride lot when full) and is within a five (5) minute window after the scheduled departure time, with measurements during peak hours. OTP is measured by the IVOMS system which calculates data to the second, and the five (5) minute window is defined as anything less than six (6) minutes. For METRORail, a train departing from the beginning of the line or arriving at the end of the line less than five (5) minutes after the scheduled time is considered on-time.

Mean Distance Between Mechanical Failures (MDBF): MDBF mechanical roadcalls are defined as any mechanical issue encountered during operation of the vehicle in revenue service that requires a maintenance action resulting from a mechanical failure. Mechanical failures include warranty and fleet defects but exclude accidents. This indicator is for the bus system but excludes METROLift.

Bus and Rail Accidents: An accident is a transit incident with passenger injuries that require immediate medical treatment away from the scene or a collision between a revenue vehicle and an object such that the amount of damage exceeds \$1,000. Bus accidents (which include METROLift) and rail accidents are reported separately and in terms of the absolute number of accidents and the relative number of accidents per 100,000 vehicle miles. A rail accident is defined as any physical contact between a rail vehicle and another vehicle (including another rail vehicle, car, truck, or motorcycle), a pedestrian, or bicyclist along the main rail line.

Complaint Contacts: Patrons contact METRO's Customer Information Center to express dissatisfaction with METRO. Contacts made via telephone and over the Internet which result in a complaint record being generated in the Public Comment System are reported both in terms of the absolute number of contacts received and the number of contacts as a percentage of total boardings.

Major Security Incidents: The total "Major Security Incidents" is based on two industry standards: the Federal Bureau of Investigation (FBI) Uniform Crime Report and the National Transit Database (NTD) Report issued by the Federal Transit Administration (FTA). The eight (8) categories included are: homicide, forcible rape, robbery, aggravated assault, burglary, larceny and theft, motor vehicle theft, and arson. This metric is reported both in terms of the absolute number of incidents and the number of incidents per 100,000 boardings.



Major Security Incidents – METRO Properties: The total “Major Security Incidents – METRO Properties” is the number of incidents that occur at Park & Ride lots, Transit Centers, onboard buses and trains, and on Light Rail Vehicle (LRV) platforms. This metric is reported both in terms of the absolute number of incidents and the number of incidents per 100,000 boardings.

Average Call Center Answer Delay:

METRO is committed to providing customers with accurate, customer-friendly bus and service information in a timely manner. Customers may obtain bus information over METRO's website and by telephone using an interactive voice response system without speaking to a representative and with no customer wait time. For those customers who prefer to speak with a representative, METRO's goal is to answer their call in 120 seconds or less. In addition to bus information, METRO’s Customer Service/Information Center provides general information, supports METRO Q® Fare Card requests, documents and researches public comments, aids with Lost and Found inquiries, and provides general vanpool and HOV information.

MONTHLY PERFORMANCE REPORT
August 2017
Performance Statistics

Benchmark Met Benchmark Missed

Fiscal Year 2017													Current Month Target	FY2017 YTD Actual	FY2017 YTD GOAL
SERVICE & RELIABILITY	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP			
On-Time Performance															
Local Bus	74.6%	74.6%	74.7%	74.1%	74.1%	74.8%	74.9%	75.3%	76.4%	76.7%	76.3%	≥ 75%	75.1%	≥ 75%	
Park & Ride	77.7%	84.0%	76.8%	77.4%	83.6%	77.3%	82.4%	83.5%	77.8%	78.5%	76.7%	≥ 75%	79.6%	≥ 75%	
Weighted Average Bus	75.8%	78.3%	75.5%	75.4%	77.9%	75.8%	77.9%	78.6%	77.0%	77.4%	76.5%	≥ 75%	76.9%	≥ 75%	
METROLift	91.3%	92.0%	93.0%	92.6%	92.1%	91.5%	91.6%	91.7%	92.3%	92.6%	91.5%	≥ 90%	92.0%	≥ 90%	
Rail - Red Line OTP	80.2%	85.3%	87.8%	92.6%	93.4%	84.8%	94.2%	94.6%	85.7%	83.3%	83.1%	≥ 90%	87.8%	≥ 90.0%	
Rail - South East Purple Line OTP	90.0%	86.9%	95.9%	96.0%	98.1%	98.1%	98.4%	97.3%	98.3%	99.1%	98.8%	≥ 90%	96.1%	≥ 90.0%	
Rail - East End Green Line OTP	91.7%	94.9%	97.2%	95.1%	95.3%	97.5%	98.4%	96.7%	97.9%	99.1%	98.2%	≥ 90%	96.6%	≥ 90.0%	
MDBF (Mean Distance Between Mechanical Failures) - All Buses	9,765	11,479	10,643	10,161	11,542	11,422	10,314	10,831	11,538	10,679	10,270	≥ 7,750	10,719	≥ 8,705	
MDBF (Mean Distance Between Mechanical Failures) - METROLift	20,137	18,933	23,283	22,354	32,642	22,546	19,365	22,856	21,087	17,782	16,786	≥ 19,000	21,044	≥ 19,000	
MDBSI (Mean Distance Between Service Interruptions) - METRORail	30,228	39,664	29,070	17,068	17,509	21,287	20,106	21,874	18,863	25,446	20,018	≥ 12,000	22,248	≥ 12,000	
Average Peak HOT Lanes Speed (mile per hour)															
I-45 North HOV	53	52	55	53	54	55	54	56	58	59	59	≥ 45	55	≥ 45	
I-45 South HOV	50	50	53	53	52	53	52	51	56	58	57	≥ 45	53	≥ 45	
US-290 HOV	56	55	56	56	56	56	55	55	56	57	57	≥ 45	56	≥ 45	
US-59 North HOV	61	61	62	61	62	62	61	61	63	64	62	≥ 45	62	≥ 45	
US-59 South HOV	48	49	53	51	50	51	50	53	55	55	55	≥ 45	52	≥ 45	

Annual Performance and Goals

Performance Indicator	FY 2016 Actual	FY 2017 Goal	FY 2017 Actual*	FY2018 Goal
Service and Reliability				
Bus-Local On-Time Performance (OTP)	73.6%	75%	75%	75%
Bus-Park & Ride OTP	76.1%	75%	80%	75%
Bus Weighted Average OTP	74.4%	75%	77%	75%
Rail-Red Line OTP	83.2%	90%	88%	90%
Rail- Green Line OTP ³	91.5%	90%	97%	95%
Rail-Purple Line OTP ³	89.6%	90%	96%	95%
METROLift OTP	89.6%	90%	92%	90%
Mean Distance Between Mechanical Failures (all buses) ^{1,4}	9,608	8,705	10,719	8,725
Mean Distance Between Service Interruptions (Rail) ⁵	22,885	12,000	22,248	15,000
Mean Distance Between Mechanical Failures (METROLift) ⁶	19,656	19,000	21,044	20,000
Safety				
Bus Accidents Absolute Number ²	607	591	538	625
Bus Accidents Per 100,000 Vehicles Miles	0.86	0.80	0.78	1.20
Rail Accidents Absolute Number ²	108	102	88	108
Rail Accidents Per 100,000 Vehicles Miles	3.06	6.58	2.69	4.85
Security - Major Security Incidents				
Total	577	770	439	770
Per 100,000 Boardings	0.50	0.92	0.42	0.98
Security - Major Security Incidents - METRO Properties				
Total	297	330	250	330
Per 100,000 Boardings	0.26	0.40	0.24	0.40
Customer Service				
Customer Contacts Per 100,000 Boardings ⁷	17.51	<22.14	15.58	<20.00
Commendations	4,311	3,300	3,906	3,700
Average Call Center Answer Delay in seconds	96	≤120	91	<105

* August 2017 Year to Date

¹The FY 2018 goal for Mean Distance Between Failure of 8,725 is a weighted average based on monthly targets.

²The number of bus and rail accidents was reduced by 3%.

Increased safety awareness through campaigns and possible infrastructure changes should lower bus and rail accidents.

³OTP goal for the Green and Purple rails lines was increased to 95%.

The installation of the new axle counters along the rail lines should result in improved performance for rail OTP.

⁴MDBF Bus goal was increased to 9,700 (from 9,500) for November through April months.

New buses and improved overall fleet performance.

⁵MDBSI rail goal was increased to 15,000 from 12,000 for all months.

Goal was raised to reflect improvement of rail service.

⁶METROLift MDBF was increased to 20,000 from 19,000 for all months.

Slight increase in goal to reflect improvement of METROLift fleet performance.

⁷Complaint percentage was lowered to 20.00 per 100,000 boardings for all months.

This complaint percentage has been trending downward for the past few years reflecting increased service reliability and customer satisfaction.

Appendix

Budget Change Policy

RESOLUTION 2016 – 9

A RESOLUTION

ADOPTING A POLICY FOR THE APPROVAL OF BUDGET CHANGES; AND MAKING FINDINGS AND PROVISIONS RELATED TO THE SUBJECT

WHEREAS, financial parameters were approved by the METRO Board of Directors to be used as a framework for the development of the FY2016 Business Plan and Budgets; and

WHEREAS, in the course of normal METRO business, there is a periodic need to reallocate funds between line items within approved budgets; and

WHEREAS, the Board of Directors would like to establish a policy for the approval of budget change requests and potential budget amendments; and

WHEREAS, administrative or technical changes within the original scope of the budgets that do not represent a change in METRO's work plan or priorities may be processed with the approval of the Chief Financial Officer or the Director of the Office of Management & Budget; and

WHEREAS, any modifications increasing budgets ("Budget Amendments") will require Board approval and will adhere to Section 451.102-103 of the Texas Transportation Code; and

WHEREAS, the Board of Directors Policy allows budget changes within METRO's adopted budgets up to \$250,000 to be approved by METRO's Chief Financial Officer or the Director of the Office of Management & Budget; budget changes between \$250,000 and \$1,000,000 require approval by the President & CEO; and changes in excess of \$1,000,000 will require approval by METRO's Board of Directors.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

Section 1. The Board of Directors hereby establishes a Policy to allow for changes up to \$250,000 to be approved by METRO's Chief Financial Officer or the Director of the Office of Management & Budget; changes between \$250,000 and \$1,000,000 to require approval by the President and CEO and Chief Financial Officer; and changes in excess of \$1,000,000 will require approval by METRO's Board of Directors.

Section 2. This Resolution is effective immediately upon passage.

PASSED this 27th day of January, 2016
APPROVED this 27th day of January, 2016





Gilbert Andrew Garcia, CFA
Chairman

Debt Policy

METROPOLITAN TRANSIT AUTHORITY

DEBT POLICY

As Adopted August 24, 2016

1.0 Purpose

The purpose of the Metropolitan Transit Authority ("METRO") Board of Directors' ("Board") Debt Policy is to establish guidelines for the utilization of debt instruments. Debt Instruments may include senior lien sales tax revenue bonds, subordinate lien sales tax revenue bonds, commercial paper, bank lines, standby purchase agreements or letters of credit, variable rate demand notes, variable rate auction rate notes, capital leases, grant anticipation revenue vehicles, farebox revenue bonds, contractual obligations and revenue and appropriation bonds ("Debt Instruments"). Debt Instruments will only be used to finance capital assets, infrastructure improvements, and additions, to refund or defease existing obligations, to fund capitalized interest, costs of issuance or to make deposits to reserve funds and other funds required or provided for in such Debt Instruments. Defeased leases are not considered Debt Instruments for purposes of this policy.

METRO will ensure that all uses of Debt Instruments are in compliance with state and Federal laws, the guidelines contained herein, adopted and active bond ordinances, insurance covenants and existing financial agreements. Further, METRO will ensure that the utilization of any Debt Instrument provides the most prudent and cost-effective funding possible taking all material matters into account.

2.0 Debt Limits:

- 2.1 Lines/Letters of Credit/Standby Purchase Agreements not enhancing a Debt Instrument – Up to \$100 million and one year term (non-voted).
- 2.2 Lines/Letters of Credit/Standby Purchase Agreements enhancing a Debt Instrument – No limit.
- 2.3 Commercial Paper – Up to \$400 million (non-voted).
- 2.4 Notes – Up to \$400 million (non-voted).
- 2.5 Sales Tax Bonds – Up to voter authorized amounts and 40 years (voted).
- 2.6 Capital Leases – No limit.
- 2.7 Contractual Obligations – No limit
- 2.8 Fare Box Revenue Bonds – No authorization currently.
- 2.9 Grant Anticipation Revenue Vehicles – No authorization currently.
- 2.10 Revenue & Appropriation Bonds – No limit.

METRO Debt Policy

3.0 Structure of Debt Instruments

- 3.1 Term – The term of the Debt Instruments should equal the lesser of the useful life of the facility being financed or 40 years after the project is placed in service. There shall be no balloon amortization schedules when long-term Debt Instruments are planned for permanent financing.
- 3.2 Subordinate Lien Obligations – Subordinate lien obligations may be recommended by the Finance/Audit Committee for Board approval, and shall be based on the overall financing structure of METRO.
- 3.3 Capital Leases – Capital leases or other equipment financing will generally only be used if the present value of lease payments is less than the present value of debt service payments on notes or bonds issued for the same time frame. Capital leases may be used, however, to increase long-term borrowing capacity regardless of this present value calculation.

4.0 Financial Policies

- 4.1 Sales tax projections used in long term planning shall be performed by external economist(s) with management adjustments for the current year.
- 4.2 The General Fund should be managed to maintain a working capital reserve minimum of 15% of annualized budgeted operating expenditures.
- 4.3 Proceeds from the sale of capital assets should also be placed in a capital reserve and only used for the purposes of the reserve.
- 4.4 Bond Reserve Funds – It is the goal of METRO to only use bond reserve funds when economically feasible. It is METRO's goal to satisfy the liquidity requirements sought by bond investors and credit agencies by maintaining healthy General Fund working capital.

5.0 Variable Rate Exposure

- 5.1 METRO anticipates issuing commercial paper in the inaugural years of the issuance of Debt Instruments and then converting to fixed rates over time. As a result, variable rate debt will initially constitute 100% of METRO's Debt Instruments. Over time METRO will reduce this exposure to more traditional ratios.
- 5.2 Conservative budgeting practices should be utilized for budgeting interest costs on variable rate debt such as 1% above the two year historical average rate for the Bond Market Association index plus ongoing costs such as credit facilities. Savings from budget versus actual should be used to pay off variable rate debt annually.
- 5.3 Commercial paper may be used to provide interim financing. Outstanding commercial paper shall be counted as variable rate debt. METRO shall select commercial paper dealers through a competitive process. A minimum of two commercial paper dealers should be utilized for programs greater than \$100 million to ensure competitive pricing. The maximum maturity shall not exceed

METRO Debt Policy

270 days. Principal outstanding under a commercial paper program may be refinanced to a longer term with fixed or variable rate debt.

6.0 Method of Sale – METRO may use both competitive and negotiated sales.

6.1 Negotiated Sales – In general negotiated sales may be used in any of the following circumstances:

6.1.1 Complex transactions that require extensive financial modeling, credit analysis, or pre-marketing efforts, or that are interest rate sensitive;

6.1.2 Volatile financial markets; or

6.1.3 To better accomplish the objectives of METRO's Small Business Program.

6.1.4 Short-term re-marketings.

6.2 Competitive Sales – Competitive sales may be used when each of the following circumstances are satisfied:

6.2.1 Long-term, fixed rate senior lien sales tax revenue bonds being issued for new projects or to currently refund commercial paper;

6.2.2 Simple structure and financial analysis;

6.2.3 Stable financial markets; and

6.2.4 Moderate par amounts.

7.0 Refunding of Fixed Rate Debt Parameters

7.1 Overall transaction, net of costs of issuance, should produce positive net present value ("PV") savings of at least approximately 3.5% of the refunded par.

7.2 The METRO Board, however, retains the right to consider and approve refunding transactions not meeting the above criteria.

8.0 Continuing Disclosure

METRO shall comply with all continuing disclosure agreements to which it enters in order to comply with SEC Rule 15c2-12. These filings may include the filing of annually updated financial information as well as notice of specified material events as appropriate.

9.0 Interest Rate Swaps and Derivative Debt Instruments

Derivative products shall not be used by METRO.



Investment Policy

METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY, TEXAS

INVESTMENT POLICY

As Approved July 27, 2017

1.0 Policy

It is the policy of the Metropolitan Transit Authority of Harris County, Texas (“Metro”) to invest public funds in a manner that will provide the highest investment return with maximum security while meeting the daily cash flow demands of Metro, conforming to all state and local statutes governing the investment of public funds and giving due consideration to the safety and risk of investments. This policy sets forth the investment program of Metro and the guidelines to be followed in achieving its objectives.

Effective cash management is recognized as essential to good fiscal management. Investment interest is a source of revenue to Metro. Metro’s portfolio shall be designed and managed to maximize investment earnings as a revenue source, to be responsive to the public trust and to be in compliance with applicable legal requirements and limitations.

Investments shall be made with the primary objectives of:

- Preservation and safety of principal and diversification of the investment portfolio;
- Maintenance of sufficient liquidity to meet operating needs and marketability of the investment if the need arises to liquidate before maturity;
- Understanding the suitability of the investment to the financial requirements of Metro and maintaining public trust from prudent investment activities;
- Yield and optimization of interest earnings on the portfolio.

2.0 Purpose

The purpose of this investment policy is to comply with Section 451.104, Texas Transportation Code, and Chapter 2256, Texas Government Code (the “Public Funds Investment Act”). The Public Funds Investment Act requires Metro to adopt a written investment policy regarding the investment of its funds and funds under its control. This investment policy addresses the methods, procedures and practices that must be exercised to ensure effective and judicious fiscal management of Metro’s funds.

3.0 Scope

This investment policy shall govern the investment of all financial assets of Metro, except those listed on Schedule I, which are set up and administered separately and whose investment activities are conducted by third parties in accordance with instructions provided in ordinances, contracts, or escrow agreements, as applicable. The following funds shall be subject to this investment policy and are accounted for in Metro’s Comprehensive Annual Financial Report (“CAFR”):

- General and Operating Funds;
- Capital Project Funds;
- Special Revenue Funds;
- Debt Service Funds, including reserves and sinking funds, to the extent not required by law, orders, resolutions or existing contracts to be kept segregated and managed separately;

- Trust and Agency Funds, to the extent not required by law, orders, resolutions or existing contracts to be kept segregated and managed separately.

Any new fund created by Metro shall be subject to this investment policy, unless specifically exempted from this investment policy by the Board or by applicable law.

Metro will consolidate cash balances from all funds to maximize investment earnings. Investment income will be allocated to the various funds based on their respective participation and in accordance with generally accepted accounting principles.

4.0 Investment Objectives

General

Metro shall manage and invest its cash with four primary objectives, listed in order of priority:

- Safety
- Liquidity
- Suitability
- Yield (expressed as optimization of interest earnings)

The safety of the principal invested always remains the primary objective. All investments shall be designed and managed in a manner responsive to the public trust and consistent with applicable law.

Metro shall maintain a comprehensive cash management program that includes collection of account receivables, vendor payments in accordance with invoice terms and prudent investment of available cash. Cash management is defined as the process of managing monies in order to insure maximum cash availability and maximum earnings on short-term investment of idle cash.

Safety

Safety is the foremost objective of the investment program. Investments shall be undertaken in a manner that seeks to ensure the preservation of capital in the overall portfolio. The objective will be to mitigate credit and interest rate risk.

Metro will minimize credit risk, the risk of loss due to the failure of the issuer or backer of the investment, by (i) limiting investments to the safest types of investments; (ii) pre-qualifying financial institutions and broker/dealers that Metro does business with; and (iii) diversifying the investment portfolio so that potential losses on individual issuers will be minimized.

Metro will minimize the risk that interest earnings and the market value of investments in the portfolio will fall due to changes in general interest rates by (i) structuring the investment portfolio so that investments mature to meet cash requirements for ongoing operations, thereby avoiding the need to liquidate investments prior to maturity; (ii) investing operating funds primarily in certificates of deposit, shorter-term securities, money market mutual funds or local government investment pools functioning as money market mutual funds; and (iii) diversifying maturities and staggering purchase dates to minimize the impact of market movements over time.

Liquidity

The investment portfolio shall remain sufficiently liquid to meet all operating requirements that may be reasonably anticipated. This is accomplished by structuring the portfolio so that investments mature concurrent with cash needs to meet anticipated demands. Because all possible cash demands cannot be anticipated, a portion of the portfolio will

be invested in shares of money market mutual funds or local government investment pools that offer same-day liquidity. In addition, a portion of the portfolio will consist of securities with active secondary or resale markets.

Suitability

All investments shall be suitable for the type of fund invested, and the investment portfolio shall be designed with the objective of meeting all legal requirements including yield restrictions. All participants in Metro's investment process shall seek to act responsibly as custodians of the public trust. Investment officers shall avoid any transaction that might impair public confidence in Metro's ability to govern effectively.

Yield (Optimization of Earnings)

The investment portfolio shall be designed with the objective of attaining a market rate of return through budgetary and economic cycles, taking into account the investment risk constraints and liquidity needs. Return on investment is of secondary importance compared to the safety and liquidity objectives described above.

In order to minimize risk of loss due to interest rate fluctuations, investment maturities will not exceed the anticipated cash flow requirements of the funds. Investment guidelines by fund-type are as follows:

5.0 Investment Strategies for Funds

General and Operating Funds

Investment guidelines for Metro's general and operating funds are as follows:

Safety of Principal — All investments shall be in high quality securities with minimal default risk. Safety of principal shall be further ensured through diversification by issuer, maturity range and security type.

Liquidity — The general and operating funds will have high liquidity needs. Overnight repurchase agreements, local government investment pools and money market mutual funds can provide daily liquidity and may be utilized as competitive yield alternatives to fixed maturity investments.

Suitability — Any investment authorized by this investment policy having a final maturity not to exceed two years is suitable for general and operating funds.

Yield — Attaining a competitive market yield for comparable security types and portfolio restrictions is the desired objective. The minimum yield objective shall be the trailing three month average of the 3-month T-bill yield.

Capital Project Funds

Funds on deposit in capital project funds will pay for capital expenditures of Metro projects. Investment guidelines for such funds are as follows:

Safety — All investments shall be in high quality securities with minimal default risk. Maturities shall be placed to correspond with the anticipated capital spending or construction draw schedules. Safety of principal shall be further ensured through diversification by issuer, maturity range and security type.

Liquidity — Capital project funds require high short-term liquidity as the construction draw schedules are frequently uncertain. Overnight repurchase agreements, local government investment pools and money market mutual funds shall provide daily liquidity and may be utilized as competitive yield alternatives to fixed maturity investments.

Suitability — any investments authorized by this investment policy not exceeding the expected construction draw schedule are suitable for the capital project funds.

Yield — the most desirable yield objective when investing Capital Project Funds is to achieve a positive spread to the arbitrage yield that corresponds to the specific bond issue. In market conditions in which this objective is not possible

within safety constraints, attaining a competitive market yield for comparable security types and portfolio restrictions is the desired objective. In this case, the minimum yield objective shall be the trailing average of the yield on the Treasury security corresponding to the weighted average maturity of the capital project fund portfolio.

Debt Service Funds

Investment guidelines for Metro debt service funds are as follows:

Safety of Principal — all investments shall be in high quality securities with no perceived default risk. Market price fluctuations will however occur, by managing the debt service fund's portfolio to not exceed the debt service payment schedule the market risk of the overall portfolio will be minimized. Market conditions influence the attractiveness of fully extending maturity to the next "unfunded" payment date. Generally, if investment rates are trending down, Metro is best served by locking in fixed rate securities. If interest rates are flat or trending up, concurrent market conditions will determine the attractiveness of extending maturity or investing in shorter alternatives. At no time shall the debt service schedule be exceeded in an attempt to bolster yield.

Liquidity — Debt service funds have predictable payment schedules. Therefore, investment maturities shall not exceed the anticipated cash flow requirements. Overnight repurchase agreements, local government investment pools and money market mutual funds shall provide competitive yield alternatives for short term fixed maturity investments.

Suitability — any investment authorized by this investment policy is suitable for the debt service fund.

Yield — attaining a competitive market yield for comparable security-types and portfolio restrictions is the desired objective. The minimum yield objective shall be the trailing three month average of the 3-month T-bill yield.

Special Revenue Funds

Metro's revenue funds are short term in nature and the investment guidelines are as follows:

Safety of Principal — all investments shall be in high quality short-term investments with no perceived default risk. Diversification is less of a concern since revenue funds will be highly liquid.

Liquidity — Revenue funds require high short-term liquidity. Overnight repurchase agreements, local government investment pools and money market mutual funds shall provide daily liquidity and may be utilized as competitive yield alternatives to fixed maturity investments.

Suitability — Eligible investments will be limited to overnight repurchase agreements, \$1 NAV money market funds, \$1 NAV local government investment pools, Treasury, agency and commercial paper issues with final maturities of less than 90 days.

Yield — attaining a competitive market yield for comparable security types and portfolio restrictions is the desired objective. The minimum yield objective shall be the trailing one-month average of the four-week T-bill yield.

6.0 Responsibility and Control

Delegation of Authority

In accordance with the Public Funds Investment Act, the Board designates the officers or employees listed on Schedule 2 as Metro's Investment Officers. An Investment Officer is authorized to execute investment transactions on behalf of Metro. No person may engage in an investment transaction or the management of Metro funds except as provided under the terms of this investment policy as approved by the Board. Such investment authority granted to the Investment Officers is effective until rescinded by the Board.

Quality and Capability of Investment Management

Metro shall provide periodic training in investments for the designated Investment Officers and other investment personnel through courses and seminars offered by professional organizations, associations, and other independent sources in order to insure the quality and capability of investment management in compliance with the Public Funds Investment Act.

Training Requirement

In accordance with the Public Funds Investment Act, the designated Investment Officers shall attend an investment training session no less often than once within every two of the Authority's fiscal years and shall receive not less than 10 hours of instruction relating to investment responsibilities. A newly appointed Investment Officer must attend a training session of at least 10 hours of instruction within 12 months of the date the officer took office or assumed the officer's duties. The investment training session shall be provided by an independent source approved by the Board. For purposes of this investment policy, an "independent source" from which investment training shall be obtained shall include a professional organization, an institution of higher education or any other sponsor other than a business organization with whom Metro may engage in an investment transaction.

Internal Controls

Metro's Chief Financial Officer is responsible for establishing and maintaining an internal control structure designed to ensure that Metro assets are protected from loss, theft or misuse. The internal control structure shall be designed to provide reasonable assurance that these objectives are met. The concept of reasonable assurance recognizes that (i) the cost of a control should not exceed the benefits likely to be derived; and (ii) the valuation of costs and benefits requires estimates and judgments by management.

Accordingly, the Chief Financial Officer shall establish a process for annual independent review by an external auditor to assure compliance with policies and procedures. The internal controls shall address the following points:

- Control of collusion
- Separation of transaction authority from accounting and record keeping
- Custodial safekeeping
- Avoidance of physical delivery of securities
- Clear delegation of authority to subordinate staff members
- Written confirmation for telephone (voice) transactions for investments and wire transfers
- Development of a safekeeping agreement with a depository bank or third party custodian

Prudence

The standard of prudence to be applied by an Investment Officer shall be the "prudent investor" rule, which states that "investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital, as well as the probable income to be derived." In determining whether an Investment Officer has exercised prudence with respect to an investment decision, the determination shall be made taking into consideration the following:

- The investment of all funds over which the officer had responsibility rather than a consideration as to the prudence of a single investment;
- Whether the investment decision was consistent with this investment policy.

Indemnification

The Investment Officers, acting in accordance with written procedures and exercising due diligence, shall not be held personally responsible for a specific investment's credit risk or market price changes, provided that these deviations are reported immediately and the appropriate action is taken to control adverse developments.

Ethics and Conflicts of Interest

Officers and employees involved in the investment process shall refrain from personal business activity that would conflict with the proper execution and management of the investment program, or that would impair their ability to make impartial decisions. Employees and Investment Officers shall disclose any material interests in financial institutions with which they conduct business. They shall further disclose any personal financial/investment positions that could be related to the performance of the investment portfolio. Employees and officers shall refrain from undertaking personal investment transactions with the same individual with which business is conducted on behalf of Metro.

An Investment Officer who has a personal business relationship with an organization seeking to sell an investment to Metro shall file a statement disclosing that personal business interest. An Investment Officer who is related within the second degree by affinity or consanguinity to an individual seeking to sell an investment to Metro shall file a statement disclosing that relationship. A statement required under this subsection must be filed with the Texas Ethics Commission and the Board.

7.0 Suitable and Authorized Investments

Portfolio Management

Metro currently has a "buy and hold" portfolio strategy. Maturity dates are matched with cash flow requirements and investments are purchased with the intent to be held until maturity. However, investments may be liquidated prior to maturity for the following reasons:

- An investment with declining credit may be liquidated early to minimize loss of principal;
- Cash flow needs of Metro may require that the investment be liquidated;
- To improve the overall quality or maturity structure of the portfolio;
- To enhance the interest earnings of the portfolio.

Authorized Investments

Metro funds governed by this policy may be invested in the instruments described below, all of which are authorized by the Public Funds Investment Act. Investment of Metro funds in any instrument or security not authorized for investment under such act is prohibited. Metro will not be required to liquidate an investment that becomes unauthorized subsequent to its purchase.

- (a) Obligations of the United States of America or its agencies and instrumentalities.
- (b) Fully collateralized certificates of deposit issued by a state or national bank domiciled in the State of Texas, a savings and loan association domiciled in the State that are fully insured for the principal and accrued interest by the United States or an instrumentality of the United States
- (c) Direct obligations of the State of Texas or its agencies and instrumentalities;
- (d) Other obligations the principal and interest of which are unconditionally guaranteed or insured by, or backed by the full faith and credit of the State of Texas or the United States of America or their respective

agencies and instrumentalities, including obligations that are fully guaranteed or insured by the Federal Deposit Insurance or by the explicit full faith and credit of the United States of America.

- (e) Obligations of states, agencies, counties, cities and other political subdivisions of any state rated as to investment quality by a nationally recognized investment rating firm not less than AA or its equivalent;
- (f) Fully collateralized repurchase agreements if Metro has obtained a signed Master Repurchase Agreement with the company with which the agreement is entered, as authorized by the Public Funds Investment Act or other applicable law;
- (g) Commercial Paper with a stated maturity of 270 days or fewer from the date of issuance, and is rated not less than A-1 or P-1 or an equivalent rating by at least two nationally recognized credit rating agencies, as authorized by the Public Funds Investment Act or other applicable law;
- (h) No-load money market mutual funds registered and regulated by the Securities Exchange Commission, with a dollar-weighted average stated maturity of 90 days or fewer, which provides investing entities with a prospectus and other information required by the Securities Exchange Act of 1934 (15 U.S.C. Section 78a et seq.) or the Investment Company Act of 1940 (15 U.S.C. Section 80a-1 et seq.) and which include in their investment objectives the maintenance of a stable net asset value of \$1 for each share, as authorized by the Public Funds Investment Act.
- (i) Guaranteed investment contracts and flexible repurchase agreements, as authorized by the Public Funds Investment Act or other applicable law.
- (j) Local government investment pools that (i) meet the requirements of the Public Funds Investment Act; (ii) are rated no lower than AAA, or AAAM or an equivalent rating by at least one nationally recognized rating service; and (iii) seek to maintain a stable net asset value of \$1 for each share, as authorized by the Public Funds Investment Act.
- (k) Any other investment authorized by the Public Funds Investment Act.

Credit Downgrade Provision

An investment that requires a minimum rating under this policy does not qualify as an authorized investment during any period in which the investment does not have the minimum rating. All prudent measures consistent with this policy will be taken to liquidate an investment that is downgraded to less than the required minimum rating.

Securities Lending

Metro may enter into a securities lending program with an authorized broker/dealer or financial institution in order to enhance investment return. Metro may administer a securities lending program directly or, if conditions warrant, use an outside agent. Should an agent be used, one will be selected by the Board using appropriate criteria. Securities lending will only be transacted with a written agreement, approved by legal counsel, which details: (i) acceptable types of collateral; (ii) standards for collateral custody and control; (iii) collateral valuation and initial margin, accrued interest, marking to market, and margin calls; (iv) method for transmitting security income; and (v) acceptable methods for delivery of securities and collateral.

Approved List of Money Market Mutual Funds and Investment Pools and Federal Agencies

An approved list of money market mutual funds and investment pools is attached to this investment policy as Schedule 3. An approved list of federal agencies is attached to this investment policy as Schedule 4.

Not Authorized

The following types of investments are strictly prohibited.

- (a) Obligations whose payment represents the coupon payments on the outstanding principal balance of the underlying mortgage-backed security collateral and pay no principal. (Commonly referred to as "IOs")
- (b) Obligations whose payment represents the principal stream of cash flow from the underlying mortgage-backed security collateral and bears no interest. (Commonly referred to as "POs")
- (c) Collateralized mortgage obligations that have a stated final maturity date of greater than 10 years.
- (d) Collateralized mortgage obligations, the interest rate of which is determined by an index that adjusts opposite to the changes in a market index (Commonly referred to as "Inverse Floaters").

Maximum Maturities

The longer the maturity of investments, the greater their price volatility. It is Metro's policy to concentrate its investment portfolio in shorter-term securities in order to limit principal risk caused by changes in interest rates.

Metro will attempt to match its investments with anticipated cash flow requirements. With the exception of investments made for Capital Projects Funds, Metro will not directly invest in securities maturing more than two (2) years from the date of purchase; however, the above described obligations, certificates or agreements may be collateralized using longer dated investments.

Because no secondary market exists for repurchase agreements, the maximum maturity shall be 120 days, except in the case of a guaranteed investment contract or flexible repurchase agreement for bond proceeds. The maximum maturity for such an investment shall be determined in accordance with project cash flow projections and the requirements of the governing bond order or resolution.

Diversification

It is the policy of Metro to diversify its investment portfolio. Metro recognizes that investment risks can result from issuer defaults, market price changes or various technical complications leading to temporary illiquidity. All funds shall be diversified to eliminate the risk of loss resulting from over-concentration of assets in a specific maturity, a specific issuer or a specific class of securities. In establishing specific diversification strategies, the following general policies and constraints shall apply:

- (a) Limiting investments to avoid over-concentration in investments from a specific issuer or security type, excluding U.S. Treasury securities and other investments backed by the full faith and credit of the United States.
- (b) Limiting investments that have higher credit risks (example: commercial paper).
- (c) Investing in investments with varying maturities. Portfolio maturities shall be staggered in a way that avoids undue concentration of assets in a specific sector. Maturities shall be selected that provide for stability of income and reasonable liquidity.
- (d) Continuously investing a portion of the portfolio in readily available funds such as local government investment pools (LGIPs), money-market funds or overnight repurchase agreements to ensure that appropriate liquidity is maintained in order to meet ongoing obligations.

The following maximum limits, by instrument, are established for Metro's total portfolio:

1.	U.S. Treasury Securities		100%
2.	Agencies and Instrumentalities		85%
	<u>Per issuer maximum limits:</u>		
	• FNMA, FHLMC, FHLB, FFBC	40%	
	• Other Federal Agency/GSE	10%	
3.	Certificates of Deposit		25%
4.	Corporate Commercial Paper		40%
5.	Municipal Commercial Paper		25%
6.	Municipal Bonds or Notes		25%
7.	Repurchase Agreements*		10%
8.	Money Market Mutual Funds		50%
9.	Authorized Investment Pools		75%

*Excluding flexible repurchase agreements for bond proceeds investments.

8.0 Selection of Banks and Broker/Dealers

Banks

Metro will maintain a list of qualified public depositories approved by the Board that are authorized to hold Metro funds. Deposits will only be placed with those institutions that have:

- (a) Provided audited financial statements;
- (b) Submitted a written request or completed an application to be an authorized depository;
- (c) Been designated by the Board as an authorized depository;
- (d) Signed an appropriate form of security or collateral agreement; and
- (e) Provided collateral as required by applicable law.

An annual review of the financial condition of each depository holding Metro funds will be conducted by Metro. A current audited financial statement is required to be on file for each broker/dealer and financial institution that transacts any investment activities with Metro.

Broker/Dealers

Metro will maintain a list of approved broker/dealers and financial institutions that have been approved by the Board and are authorized to provide investment services in the State of Texas. Investments shall only be made with those firms who qualify under Securities & Exchange Commission Rule 15C3-1 (uniform net capital rule) and who have:

- (a) Provided audited financial statements;
- (b) Completed a response to all requested information in any Metro questionnaire relating to creditworthiness, experience and reputation;
- (c) Acknowledged, in writing, that the policy has been thoroughly reviewed by qualified representatives dealing directly with Metro's account and that the organization has implemented reasonable procedures and controls in an effort to preclude investment transactions conducted between Metro and the organization that are not authorized by Metro's investment policy, except to the extent that this authorization depends on an analysis of the makeup of Metro's entire portfolio or requires an interpretation of subjective investment standards; and

- (d) Met any qualifications and standards recommended and approved by the Board.

An annual review of the financial condition and registrations of authorized broker/dealers and financial institutions providing investment services will be conducted by Metro. In addition, the quantity of transactions conducted with each approved broker/dealer will be reviewed at least annually. The results of this review and the related recommendations shall be submitted to the Board. The Board shall, at least annually, review, revise, and adopt a list of qualified brokers that are authorized to engage in investment transactions with Metro.

Securities shall be purchased using the delivery vs. payment method with the exception of investment pools and mutual funds. Funds will be released after notification that the purchased security has been received.

Approved List

An approved list of banks and broker/dealers is attached to this investment policy as Schedule 5.

Competitive Quotes

Each investment transaction shall be based upon competitive quotations received from at least three (3) broker/dealers approved by Metro. Competitive quotes shall be documented and retained as part of the transaction record.

Investment Advisors

Metro may contract with an investment advisor, who shall adhere to the spirit, philosophy and specific term of this Policy and shall invest within the same "Standard of Care." The investment advisor must be registered with the Securities and Exchange Commission (SEC) under the Investment Advisor's Act of 1940 as well as with the Texas State Securities Board. Advisors may assist Metro with the management of its funds and other responsibilities including but not limited to, broker compliance, competitive bidding, reporting and security documentation.

An appointed Investment Advisor shall act solely in an advisory and administrative capacity, within the guidelines of this Investment Policy. At no time shall the advisor take possession of securities or funds or otherwise be granted discretionary authority to transact business on behalf of Metro except as delineated by Metro in the pools listed on Schedule 3 – Approved List of Investment Pool, Money Market Mutual Funds and Overnight Sweep Fund.

9.0 Safekeeping of Securities and Collateral

To protect against potential fraud and embezzlement, the financial assets of Metro shall be secured through safekeeping procedures. The Investment Officers shall be bonded to protect the public against possible embezzlement and malfeasance.

Securing Deposits of Authority Funds

Metro shall contract with a bank or banks for the safekeeping of securities either owned by Metro as part of its investment portfolio or held as collateral to secure demand or time deposits. Securities owned by Metro shall be held in Metro's name as evidenced by safekeeping receipts of the institution holding the securities.

Collateral for deposits will be held by a third party custodian designated by the entity and pledged to Metro as evidenced by safekeeping receipts of the institution with which the collateral is deposited. Original safekeeping receipts shall be obtained. Collateral may be held by the depository bank's trust department, a Federal Reserve Bank or branch of a Federal Reserve Bank, a Federal Home Loan Bank, or a third-party bank approved by Metro.

Collateral Policy

Consistent with the requirements of the Public Funds Collateral Act, it is the policy of Metro to require full collateralization of all Metro funds on deposit with a depository bank. In order to anticipate market changes and provide a level of security for all funds, the collateralization level will be 102% of market value of principal and accrued interest on the deposits less the amount insured by the FDIC. At its discretion, Metro may require a higher level of collateralization for certain security types. Securities pledged as collateral shall be held by an independent third party with whom Metro has a current custodial agreement. Metro's Chief Financial Officer is responsible for

entering into collateralization agreements with third-party custodians in compliance with this investment policy. The agreements are to specify the acceptable security types for collateral, including provisions relating to possession of the collateral, the substitution or release of collateral, ownership of collateral, and the method of collateral valuation. A clearly marked evidence of ownership (safekeeping receipt) must be supplied to Metro and retained in file. Collateral shall be reviewed at least monthly to assure that the market value of the pledged securities is adequate.

Collateral Defined

Metro shall accept only the following types of collateral:

- Obligations of the United States or its agencies and instrumentalities.
- Direct obligations of the State of Texas or its agencies and instrumentalities.
- Collateralized mortgage obligations directly issued by a federal agency or instrumentality of the United States, the underlying security for which is guaranteed by an agency or instrumentality of the United States, provided that these CMO's do not fall under the Not Authorized section listed above.
- Obligations of states, agencies, counties, cities, and other political subdivisions of any state rated as to investment quality by a nationally recognized rating firm not less than AA or its equivalent with a remaining maturity of ten (10) years or less.
- A surety bond issued by an insurance company rated as to investment quality by a nationally recognized rating firm not less than A.
- A letter of credit issued to the entity by the Federal Home Loan Bank.

Subject to Audit

All collateral shall be subject to inspection and audit by a Metro representative or Metro's independent auditors.

10.0 Performance

Performance Standards

Metro's investment portfolio will be managed in accordance with the parameters specified within this investment policy. The portfolio shall be designed with the objective of obtaining a reasonable market yield through budgetary and economic cycles, commensurate with the investment risk constraints and the cash flow requirements of Metro.

Performance Benchmark

It is the policy of Metro to purchase investments with maturity dates coinciding with cash flow needs. Through this strategy, Metro shall seek to optimize interest earnings utilizing allowable investments available on the market at that time. Market value will be calculated on a quarterly basis on all securities owned and compared to current book value. Metro's portfolio shall be designed with the objective of attempting to meet or exceed the average yield on U.S. Treasury securities at a maturity level comparable to Metro's weighted average maturity in days.

11.0 Reporting

Methods

The Investment Officer shall prepare an investment report on a quarterly basis that summarizes investment strategies employed in the most recent quarter and describes the portfolio in terms of investment securities, maturities, and yield to maturity.

The quarterly investment report shall include a summary statement of investment activity prepared in compliance with generally accepted accounting principles. This summary will be prepared in a manner that will allow Metro to ascertain whether investment activities during the reporting period have conformed to this investment policy. The report will be provided to the Board. The report must:

- Describe in detail the investment position;
- Be prepared jointly by all Metro investment officers;
- Be signed by each investment officer;
- Contain a summary statement prepared in compliance with generally accepted accounting principles of each pooled fund group that states the: beginning market value for the reporting period; additions and changes to the market value during the period; ending market value for the period; fully accrued interest for the reporting period;
- State the book value and market value of each separately invested asset at the beginning and end of the reporting period by the type of asset and fund type invested;
- State the maturity date of each separately invested asset that has a maturity date;
- State the fund for which each individual investment was acquired;
- Include a statement of compliance of Metro's investment portfolio with state law and the investment strategy and policy approved by the Board.

An independent auditor will perform a formal annual review of the quarterly reports with the results reported to the governing body

Monitoring Market Values and Ratings

Market value of all securities in the portfolio will be obtained from a reputable and independent source such as Bloomberg and disclosed to the Board not less than quarterly in a written report. The Ratings of all investments requiring a minimum rating to be considered an acceptable investment will be verified from a reputable, independent source such as Bloomberg, Standard and Poors or Moody's Investor Services and any downgrades disclosed to the Board not less than quarterly in a written report. The Authority shall take all prudent measures that are consistent with its investment policy to liquidate any investment that does not maintain the minimum rating prescribed by the Texas Public Funds Investment Act.

12.0 Investment Policy Adoption

Metro's investment policy shall be adopted by resolution of the Board. It is Metro's intent to comply with all applicable state laws and regulations. Metro's investment policy shall be subject to revisions consistent with changing laws, regulations, and needs of Metro. Metro shall adopt a resolution stating that it has reviewed the policy and investment strategies annually, approving any changes or modifications.

SCHEDULES

Schedule 1 — Metro Funds Specifically Exempted From Investment Policy

Schedule 2 — List of Investment Officers

Schedule 3 — Approved List of Money Market Mutual Funds and Investment Pools

Schedule 4 — Approved List of Federal Agencies

Schedule 5 — Approved List of Banks and Broker/Dealers

Schedule 6 — Approved Sources for Public Funds Investment Training



Schedule 1 — Metro Funds Specifically Exempted From Investment Policy

Construction Funds and balances in both the General Mobility Escrow and Real Estate Fund are specifically exempted from the maximum allocation guidelines set forth in Section 7.0.

Schedule 2 — List of Investment Officers

Arthur C. Smiley III	Chief Financial Officer
George Fotinos	Manager, Debt Service & Investments
Philip Brenner	Director of Office of Management & Budget

Schedule 3 — Approved List of Investment Pools, Money Market Mutual Funds and Overnight Sweep Fund

Investment Pools:

TexStar
LOGIC
TexPool
TexasTerm
PFM Funds Prime Series

Money Market Mutual Funds:

Williams Capital Government Fund
SEI Investments Government Fund
AIM STIT Government and Agency Portfolio
Wells Fargo 100% Treasury Money Market Fund
Goldman Sachs Financial Square Government Fund/Select

Overnight Sweep Fund

Wells Fargo Public Institutional Bank Deposit Account

Schedule 4 — Approved List of Federal Agencies and Instrumentalities

All indirect obligations of the U.S. "such as" :

Federal Farm Credit Bank
Federal Home Loan Bank
Federal Home Loan Mortgage Corporation
Federal National Mortgage Corporation
Federal Agricultural Mortgage Corporation
Federal National Mortgage Association

"and other federal agency obligations, the principal and interest of which are unconditionally guaranteed or insured by or backed by the full faith and credit of the United States, its agencies or instrumentalities."

Direct Obligations of the State of Texas or any county, city, school district or other political subdivision of the State of Texas are also approved investments

Schedule 5 - Depository Banks and Broker/Dealers

Approved Depository Banks:

JPMorgan Chase
BBVA Compass (Formerly Guaranty Federal Savings)
East West Bank (For Certificates of Deposit Only)
Wells Fargo

Proposed Broker / Dealers

Blaylock Robert Van, LLC
BOSC, Inc.
Cabrera Capital Markets, LLC
Cantella & Co. Inc.
Cantor Fitzgerald
Coastal Securities
Crews & Associates
Great Pacific Securities
Hilltop Securities
Janney Montgomery Scott, LLC
Jefferies LLC

Ladenburg Thalmann & Co.
Loop Capital Markets
Mischler Financial Group, Inc.
Multi-Bank Securities, Inc.
Piper Jaffray
Ramirez and Co.
Rice Financial Products
Robert W. Baird & Co.
Stern Brothers & Co.
SunTrust Robinson Humphrey
Vining Sparks
Wells Fargo Securities, LLC

Schedule 6 – Approved Sources for Public Funds Investment Training

American Women's Society of Certified Public Accountants
Chartered Financial Analyst Society
Government Finance Officers Association of Texas
Government Treasurers' Organization of Texas
Public Financial Management
Texas Public Employees Retirement System
Texas Society of Certified Public Accountants
Texas State University
The Texas Association of Counties
The University of North Texas Center for Public Management

METROPOLITAN TRANSIT AUTHORITY

Fuel Price Risk Management Policy

Amended: July 24, 2008

Preface

The Metropolitan Transit Authority (METRO) recognizes that the purchase of fuels and energy necessary to provide mass transit to the public exposes its operating budget to the volatility inherent in the energy markets. METRO wishes to reduce, as much as practical, budgetary exposure to fuel price volatility by hedging with physical and/or financial contracts.

Goal

METRO will minimize operating budget variance attributable to fuel price variability through physical forward contracts and/or financial contracts. METRO will develop and implement a plan which will provide fuel and energy commodity price certainty for up to 24 months of expected consumption such that the operating budget expense is assured with some potential to realize savings if prices decline.

Philosophy

METRO's Fuel Price Risk Management Policy (the "Policy") is an executable hedge plan which both allows and directs specific actions given certain market conditions. The tactics discussed in the Policy allow METRO alternatives to achieving the goal. The policy applies to all contracts for the purchase of fuel subsequent to the date hereof.

METRO will define the total amount of fuel and energy, which is eligible to be hedged for each budgetary cycle. These quantities will be set as the result of collaboration between the appropriate departments including operations, finance, procurement and the executive office. The volume of any physical or financial contract(s) will never exceed the eligible volume for any period. With a goal of July 15 of each year, the following fiscal year's budget cycle is targeted to be hedged to be within the guidelines of the Policy. Not having the next fiscal year's budget cycle hedged by such date is not a violation of the Policy.

All hedges will be constructed so as to be qualified for hedge accounting treatment under FASB guidelines. (This means that any financial hedge instrument must settle against or be directly linked to the index used as the pricing reference in the applicable procurement contract. For example, if METRO has a contract for delivery of fuel based on Platt's Gulf Coast Low-Sulfur Diesel Index, then the financial hedge must also be based on Platt's Gulf Coast Low-Sulfur Diesel Index.) Therefore, all physical procurement contracts must be priced by an index for which there exists a liquid forward market. In other words, each hedging instrument must match the commodity that is ultimately being used by METRO.

METRO intends to enter into both physical and financial purchase contracts. METRO will use a broad-based competitive process to ensure the lowest possible price. METRO recognizes that

both physical and financial alternatives must be examined to achieve the best results in varying markets. No tactics involving financial leverage or even modest basis risk will be utilized. All tactics will be reviewed in the context of how a prudent man would react to learning of an adverse move in that instrument.

Appropriate procedures will regulate the amount of counterparty credit/performance risk taken by METRO. These procedures will address minimum counterparty credit ratings and collateralization requirements.

Proper reporting practices will insure that both METRO's management and Board will be kept appropriately informed of the relevant metrics of the program. Separation of execution and reporting responsibilities will insure that timely and accurate information is being reported. The Procurement Department will be responsible for competitively bidding and awarding the contracts and executing transaction confirmations. The Treasury Department will be responsible for verifying all orders based on duplicate confirmations from the suppliers and the transaction clerk's daily log. All reports, internal and to the Board, will be produced by the Office of Management and Budget. Monthly reports will be made to the Finance/Audit Committee of the Board.

Procedures and Guidelines

1. Management shall set specific commodity price targets with corresponding authorized quantities to be hedged. The resulting table of price and quantity for each commodity will serve as the "executable hedge plan" which will dictate the course of action for the authorized transaction clerk.
2. Select (and train if necessary) two persons from the Procurement Department who shall be authorized to execute transactions when and as directed with authorized counterparties. The designated fuel transaction clerks shall **complete a transaction record** the day a transaction is executed to ensure a timely record of each and every transaction. Copies will be distributed to Operations, Finance-Treasury & OMB and Procurement management daily.
3. Select and set up master swap agreements (International Swaps and Derivatives Association, Inc.; ISDA agreements; "Guaranteed Price Contract") with as many pre-qualified financial counterparties as possible in order to assure through competition that METRO transacts "at the market" and diversifies counterparty performance/credit risk. All agreements shall require that Counterparties shall either have a minimum long-term rating of "A3" or "A-" by at least two of the three nationally recognized rating agencies or have collateral posting requirements for entities with ratings below this level.
4. Structure an information system to capture and report physical and financial positions so that each can be reviewed separately and in total so that net price risk and collateralization requirements can be accurately assessed and managed in real time. This system will also serve as a central check and balance tool; therefore, it should allow for reconciliation of physical and financial confirmations with transactional input. The confirmations are generated by the designated fuel transaction clerk. The information system will be maintained by the Finance Department which reports separately to the President & CEO.

All reports, internal and to the Board, will be produced by the Office of Management and Budget.

5. Financial transactions will match the physical risk they are intended to hedge in duration, quantity, and price (basis) risk. At no time shall the quantity of executed financial contracts exceed the quantity of fuel METRO has budgeted for delivery in a given period.
6. By July 15th of each year, the coming fiscal year's fuel/energy budget shall be hedged in such a way that the budget calculations can determine a maximum expense for each budget category.

Tactics

1. Fixed Price Future Delivery Contracts (Fiscal Year 2006 Cost Price Averaging Technique):
 - a. Discuss purchasing opportunities with multiple major suppliers;
 - b. Negotiations with a selected contractor on the component parts of the total price of Number 2 Diesel (base, Txled, transportation);
 - c. Guaranteed delivery within a specified future period;
 - d. METRO pays after delivery. No deposits or collateralization required.

Note: This is the tactic that METRO used to procure diesel fuel for December 2005 through May 2006.

2. Guaranteed Price Contracts (Swaps):
 - a. Pre-qualify fuel vendors and financial companies to enter into guaranteed price contracts with METRO;
 - b. Enter into master agreements with qualified companies; (ISDA Master swap agreements)
 - c. Procure a fuel supplier using a competitive process;
 - d. Procure a fuel deliverer using a competitive process;
 - e. Procure a guaranteed price contract as per guidelines and procedures as described in the policy.

Example:

METRO separates fuel purchasing into two procurements, 1) physical and 2) financial. The physical contract combines the fuel supplier (refinery) and fuel deliverer (trucking company) into one contract. In the physical contract METRO bids out the right to deliver set quantities of diesel to METRO's tanks in December 2006. This is the same procurement method that METRO used prior to January 2005. The low bid specifies that METRO will pay in December 2006 the Platt's Gulf Coast Low Sulfur Diesel Index plus \$0.02 per gallon (transportation). METRO conducts a separate bid process for a contract whereby METRO will sell the same quantity of fuel at the December 2006 index price for Platt's Gulf Coast Low Sulfur Diesel and METRO will simultaneously purchase such amount of fuel at a fixed price. The low bid for the guaranteed price contract is \$1.90 per gallon. Hence, METRO's net cost will be $\$1.90 + 0.02 = \1.92 .

Financial		Physical	
BUY	SELL	BUY	SELL
\$1.90	Platt's	Platt's + .02	

Then in December 2006, the fuel is delivered and the Platt's Index is \$2.50 per gallon. METRO pays the physical contract supplier \$2.52 per gallon (Platt's Index and transportation). METRO receives \$0.60 per gallon from the guaranteed price contract creating a net cost of \$1.92 per gallon.

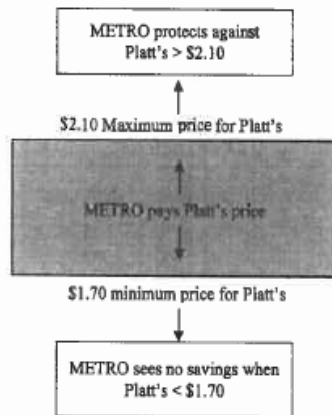
Financial		Physical	
BUY	SELL	BUY	SELL
\$1.90	Platt's	Platt's + .02	
Supplier \$2.52		Platt's = \$2.50	
Swap (.60)			
METRO \$1.92			

3. Maximum/Minimum Price Contracts (Collars):
 - a. Pre-qualify fuel vendors and financial companies to enter into maximum/minimum price contracts with METRO;
 - b. Enter into master agreements with qualified companies;
 - c. Procure a fuel supplier using a competitive process;
 - d. Procure a fuel deliverer using a competitive process;
 - e. Procure a maximum/minimum price contract as per guidelines and procedures as described above. This tactic sets a maximum fuel price above which METRO will incur no cost, as well as a minimum price below which METRO will not participate in cost savings. In between the maximum and minimum prices, METRO will pay market price (such as a Platt's Index).

Example:

METRO enters into a competitive procurement for physical delivery of diesel in December 2006. The low bidder agrees to provide to METRO's tanks the diesel fuel for Platt's Index plus \$0.02 per gallon (transportation). A second procurement requests bids for the minimum price in a contract that specifies that METRO will purchase an amount of fuel at Platt's Index with a maximum price of \$2.10 per gallon and that METRO will not make any upfront payment for this contract. The variable in the bid process is the minimum price that METRO will pay. In addition to this purchase the contract specifies that METRO will sell a like amount of diesel at the Platt's Index. The low bidder agrees to enter into a contract with a minimum price of \$1.70 per gallon. Hence METRO pays a net price of Platt's Index within a collar of \$2.10 and \$1.70 plus the \$0.02 transportation from the physical contract.

Assuming that Platt's Index is at \$2.50 in December 2006, METRO will pay the physical supplier \$2.52 per gallon. The collar contract will have METRO buying at \$2.10 and selling at \$2.50 for a net benefit of \$0.40 per gallon. Hence METRO's net cost of fuel is \$2.12 per gallon.



Supplier	\$2.52
Collars	<40>
METRO	\$2.12

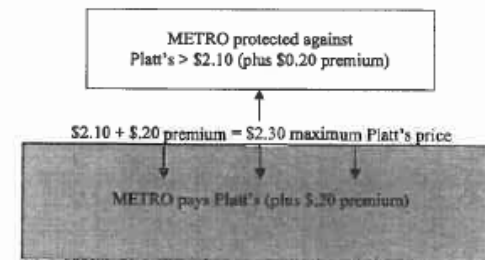
4. Maximum Price Contracts (Cap):

- Pre-qualify fuel vendors and financial companies to enter into maximum price contracts with METRO;
- Enter into master agreements with qualified companies;
- Procure a fuel supplier using a competitive process;
- Procure a fuel deliverer using a competitive process;
- Procure a maximum price contract as per guidelines and procedures as described above. This tactic sets a maximum fuel price above which METRO will incur no cost. Beneath the maximum, METRO will pay the market price (such as a Platt's Index) plus the contract premium price.

Example:

METRO enters into a competitive procurement for physical delivery of diesel in December 2006. The low bidder agrees to provide to METRO's tanks the diesel fuel for Platt's Index plus \$0.02 per gallon transportation. A second procurement requests bids for a contract in which METRO will purchase fuel at Platt's Index with a specified maximum price of \$2.10 per gallon. The variable in the bid process is the price premium that METRO will pay on the contracted volume. In addition to this purchase the contract specifies that METRO will sell a like amount of diesel at the Platt's Index. The low bidder agrees to enter into a contract with a premium of \$0.20 per gallon. Hence METRO pays a net price of Platt's Index with a maximum price of \$2.10, plus \$0.20 premium and plus the \$0.02 from the physical contract.

Assuming that Platt's Index is at \$2.50 in December 2006, METRO will pay the physical supplier \$2.52 per gallon. The cap contract will have METRO buying at \$2.10 and selling at \$2.50 plus paying a premium of \$0.20 for a net benefit of \$0.20 per gallon. Hence METRO's net cost of fuel is \$2.32 per gallon.



Note: Maximum price tactic is analogous to purchasing \$2.10 fuel price insurance for \$.20/gallon.

Capitalization Guidelines

These guidelines establish management and control procedures for METRO's internal and external cost (labor and non-labor) for the purchase of capital assets belonging to or in the custody of METRO.

Capital assets are defined as:

Personal property and equipment owned, leased under a capital lease, controlled or possessed by METRO that meet the following conditions:

- a dollar cost of at least \$5,000 for any building improvements –this threshold includes all building component assets that operate as an integral part of the building (i.e. HVAC).
- a dollar cost of at least \$5,000 for any movable and other fixed equipment (per base unit)
- a useful life of more than ONE year, and
- not consumed in the normal course of business

Assets not meeting this definition of a capital asset should be expensed in the period in which the costs are incurred.

Assets may be acquired by purchase, lease/purchase, loan, gift, transfer, or by trade-in. In addition, assets may be retired by sale, surplus or impairment.

Direct Labor is defined as:

- employees or workers who are directly involved in the production of an asset or services. Direct labor costs are assignable to a specific project or service.

Support Labor is defined as:

- employees or workers whose activities are established for the central administration of operations, services, and functions of the Agency as well as those activities related to general legal tasks. Support functions include (but not limited to): Audit, Board, Executive Management, Finance, Human Resources, Marketing, Procurement, and Legal.

Overhead is defined as:

- those items of METRO's cost which are not assigned directly to a specific project or transit operations because they are either common to all projects/operations (rent) or they would be far too difficult or expensive to track and allocate back to each project or transit operations (paper clips).

- the sum of indirect costs form what is sometimes referred to as the overhead pool.
- overhead is the ratio of the overhead pool to direct labor where the overhead pool is the numerator and direct labor is the denominator. The resulting overhead "rate" is commonly expressed as either a percentage of direct labor, or as a multiple of direct labor.

Any labor or purchase coded as a capital asset is subject to criteria testing by the METRO Controller, and is subject to reclassification to operating expense if any of the criteria are not met. All capital requests require Advance Procurement Plan (APP).

CONSTRUCTION, BUILDINGS AND OTHER IMPROVEMENTS

Construction, buildings and improvements include direct costs related to a project with a capitalizable dollar value greater than \$5,000 and a useful life of more than one year. Furniture, fixtures, software, equipment, or other expenses which are not an integral part of a project are not considered in this category.

Activated projects that have subsequently been put on hold will have a maximum of two budget cycles to carry forward costs as construction in process. These costs will be considered useful if the project is submitted in the next budget cycle and the manager has a reasonable expectation that the budget will be approved. If the project is not reactivated within this time frame, all incurred costs on the project will be expensed.

Construction Costs - examples of construction costs include but are not limited to architect and engineering fees, site preparation, demolition costs, building permit fees, contractor and sub-contractor fees, building materials, construction equipment rental and job-site utilities, construction equipment operating and maintenance costs, owner controlled construction insurance policies and wages and benefits, as compensation for construction work performed.

Costs to move furniture, equipment, and tenants due to construction will be capitalized. This also includes temporary storage of office contents, which is necessary during capital construction.

Signage and other printed material (including internal labor) used for the purpose of informing the public of construction work being performed will be capitalized

Building Components - consists of items permanently affixed/installed to the building shell, necessary for the building to be used as intended, which are integral to the building and cannot be removed without damaging the building. Examples include, but are not limited to, elevators, HVAC, plumbing, electrical wiring, fixed theater or classroom seating, telecommunication/data wiring, fire alarm and sprinkler systems, and

other fixtures and equipment installed with the intent of permanent use in the building. Telecommunication/data wiring is considered a building improvement if any part of it is installed inside of a wall and would remain with the building if the department moved. In contrast, cables/wiring that would be removed from the building if the department moved is considered a separate piece of equipment and will have to meet the capital threshold in order to be capitalized.

Labor - the cost of employees working directly on a capital project must be capitalized. This includes employee payroll and related payroll expense (OH) when known and available.

The labor costs capitalized include only that portion of the employees' payroll (not support labor) and OH directly related to time spent working on the capital project. The portion of the employees' payroll and OH related to time spent working on activities not directly related to a project should be expensed.

Land Improvements – long-lived capital assets that are normally stationary in nature and normally can be preserved for a significantly greater number of years than most capital assets. Items in this category can include: roads, bridges, curbs, sidewalks, tunnels, drainage systems, water and sewer systems, lighting systems, fencing, and parking lots.

Building Improvements – building improvements are additions, alterations, renovations or structural changes that extend the useful life or enhance the value of an existing building. Building improvements or additions to an existing building which are not integral parts of the original asset will be treated as a separate asset and depreciated over the appropriate useful life.

Leasehold Improvements – leasehold improvements to leased facilities will be capitalized and amortized over the lesser of the useful life of the asset or the remaining life of the existing lease not including any options to renew.

Rehabilitation - for a replacement to be capitalized, it must be a part of a major rehabilitation project that meet the capital threshold for assets, it increases the value, and/or useful life of the facility/equipment (offices, garages and power generators), such as installation of new roof. A replacement may also be capitalized if the new item/part is of significantly improved quality and higher value compared to the old item/part - a replacement of old windows with new hurricane proof windows with a longer life expectancy for example. Ordinary repairs and the replacement of minor parts are considered operating expense as: they do not extend the asset's life, they are not separately identifiable assets, and they only restore the assets to their original operating condition. If a facility/equipment being repaired was not identified as a capital purchase to begin with, the repair would not be considered capital. (See MFRI guideline for more information)

Completion Date - costs for construction projects described above will be capitalized until the asset is deemed placed in service: the walkthrough and final checklist have been completed, and the work is accepted as complete by the project manager. Costs incurred after the work is accepted as complete will be expensed, including costs incurred under the project's warranty.

Feasibility Study – feasibility costs incurred prior to management's commitment of funds to the project will be expensed. This preliminary stage of a project includes design, consulting, internal labor, and other feasibility costs related to evaluating the length and cost of a construction project. Prior to construction, if the design stage of the project is the only stage that is currently approved for capital budget, the project definition and full scope (including deferred costs) must be submitted to Finance to determine the correct accounting treatment.

Capitalized Interest Costs – interest costs incurred during construction should be capitalized in accordance with the provision of Financial Accounting Standards Board (FASB) Statement No. 34, Capitalization of Interest Cost.

Support Labor

All general and administrative (Central Services) and overhead costs incurred, including all costs of support functions, should be expensed. Support functions include (but not limited to):

- Audit
- Board
- Executive Management
- Finance
- Human Resources
- Marketing
- Procurement
- Legal
- Community Outreach

Central Services employee labor is not directly chargeable to capital projects. In major projects where one or more Central Services groups are established within the project staff the labor cost including overhead is directly capitalizable to the project (i.e. – METRO Rail Expansion).

Note: Eventually a portion of the support labor will be charged to capital projects.

Bus, Rail and Support Equipment

Vehicle Replacements and Additions-replacement or additional revenue and non-revenue vehicles (includes buses, rail cars, METRO-Lift vans and support vehicles), all

expenses incurred prior to putting a vehicle in service, including plant inspections and make ready, can be capitalized.

Rail and Bus Improvements-upgrades or major component replacements that meet the capital threshold for assets can be capitalized. Upgrades should increase the value or extend the life of the vehicles. Major components should be at the end of their useful life due to normal wear and tear.

Capital Tools and Equipment-tools and off-road equipment meeting the capital threshold and with a useful life of more than one year can be capitalized.

SOFTWARE AND INFORMATION TECHNOLOGY (IT) PROJECTS

Conditions to Determine if an IT Project Should be Capitalized – in general, computer software, either purchased or developed internally, is considered a capital project if there is significant new functionality gained or if it implements a new technology. Significant new functionality includes, but is not limited to: a new vendor product, a software implementation that involves integration into other existing systems, or a system implementation that results in changes in the workflow processes by other areas not directly affected by the new software. Not included in this definition are software upgrades and system “fixes”.

Stages of Computer Software Development - there are three stages of computer software development: the preliminary project stage, the application development stage, and the post implementation/operation stage. Only the application development stage may be capitalized. The preliminary project and post-implementation/operation stage costs are expensed as incurred.

Preliminary Project Stage (costs are expensed)

- Conceptual formulation of alternatives
- Evaluation of alternatives
- Determination of existence of needed technology
- Final selection of alternatives

Application Development Stage (costs can be capitalized)

- Design of chosen path, including software configuration and software interfaces
- Coding
- Installation to hardware

- Testing, including parallel processing phase

Post-Implementation/Operation Stage (costs are expensed)

- Training
- Application maintenance

Major software projects should be separated into components or modules so that as each module becomes ready to use, it can be capitalized while the other modules remain in process. If a software project is expected to have multiple phases, documentation should be provided to Accounting defining the functionality of each phase and what type of costs there will be in each phase. The document should also include the expected timeframe for the project, and consulting fees need to include a description of the work performed.

Externally Purchased Software - computer software packages and new website design purchased from third parties shall be treated as any other equipment. The individual license agreement must have a useful life of greater than one year, and the cost must meet the capital threshold.

All user licenses will be capitalized with an initial software purchase, up to 90 days after the purchase. Additional software user licenses purchased after 90 days will be capitalized only if each license meets capital threshold and will be used for more than one year. However, additional licenses purchased for existing software which require an IT capital project to add functionality or enhancement to the software, will be capitalized along with other project costs. Licenses associated with added functionality or enhancement to the software will have to meet the \$5,000 capital threshold.

All software licenses that individually meet capital threshold will be capitalized. Software that is on a production server is considered existing in the environment will not be capitalized.

Memberships and subscriptions to website resources and software licenses will not be considered capital.

IT Maintenance contracts and other prepaid services that meet the \$5,000 threshold are expensed to operating and amortized over a 12 month period for which they apply.

Installation of major software renewals and upgrades that are not included in a maintenance contract may be capitalized if they provide additional functionality to the existing software and meet the \$5,000 threshold.

Internally Developed Software – the standard test to determine if software is internally developed is met if the following characteristics are met:

- the software is internally developed, or acquired and modified solely to meet the entity's internal needs
- during the software's development or modification, no substantive plan exists or is being developed to market the software externally

Only the portion of labor costs related to time spent working on the IT project is capitalized. Labor costs to be capitalized include METRO employee payroll and related payroll overhead (OH), temporary labor, personal service agreements, consulting firms, and third party software developers. This does not include employee labor used to cover the work normally performed by the individual directly assigned to the project (backfill labor).

The portion of the employees' payroll and OH related to time spent working on other activities should be expensed. All general and administrative and overhead costs incurred, including all costs of support functions should be expensed. Support functions include administrative assistants and office managers who perform general office duties.

When to Capitalize an IT Project – capitalization of costs should begin when both

- The preliminary project stage is complete, and
- Management commits to funding a computer software project and it is probable that the project will be completed and the software will be used to perform the function intended.
- Capitalization should cease when all substantial testing is completed and/or the system goes live.

Costs not to Capitalize as part of an IT Project:

- General and administrative costs and supplies should not be capitalized as costs of internal-use software. Internal and external costs incurred during the preliminary project stage should be expensed.
- Training costs should be expensed as incurred.
- Website subscriptions should be expensed as incurred.
- Software web hosting where application is not owned by METRO should be expensed as incurred

OTHER ASSETS MANAGEMENT ISSUES

Designation of Property as a Controlled Item

Sensitive or walk-away property items with a value of less than \$5,000 may be subject to control as if they were fixed assets. Examples include police guns, tasers, and vests, certain shop and garage equipment, radios, computers, etc. These items will be tracked within the fixed asset system by serial number and if available METRO's fixed asset tag. Accounting, Property Management and Asset Custodians are jointly responsible for tracking, reconciling, reporting, disposing and protecting METRO's assets.

Major Capital Project

Only a small group of all the METRO's transportation projects are considered "major capital projects (MCP)." They are large projects with a significant effect on the capacity of the region's transportation system, including extensions or additional lanes on the interstate system, entirely new expressways, or similar changes to the passenger rail system. Arterial expansions and intersection improvements are not defined as major capital projects; neither are bus facilities, unless they involve a dedicated lane on a transit corridor. MCP cost for dedicated administrative staff such as "procurement, finance, and community outreach", may be charged directly to the project and capitalized.

To be included in the Major Capital Project category, a project must meet ONE of the following requirements (criteria):

- It is a new construction, expansion, renovation, or replacement project for an existing facility or facilities. The project must have a total cost of at least \$250 million over the life of the project. Project costs can include Internal overhead staffing, community outreach, land, engineering, architectural planning, and contract services needed to complete the project.
- OR -
- It is a purchase of major equipment (assets) costing \$250 million or more with a useful life of at least 10 years.
- OR -
- It is a major upgrade project for existing facilities with a cost of \$250 million or more and an economic life of at least 10 years.

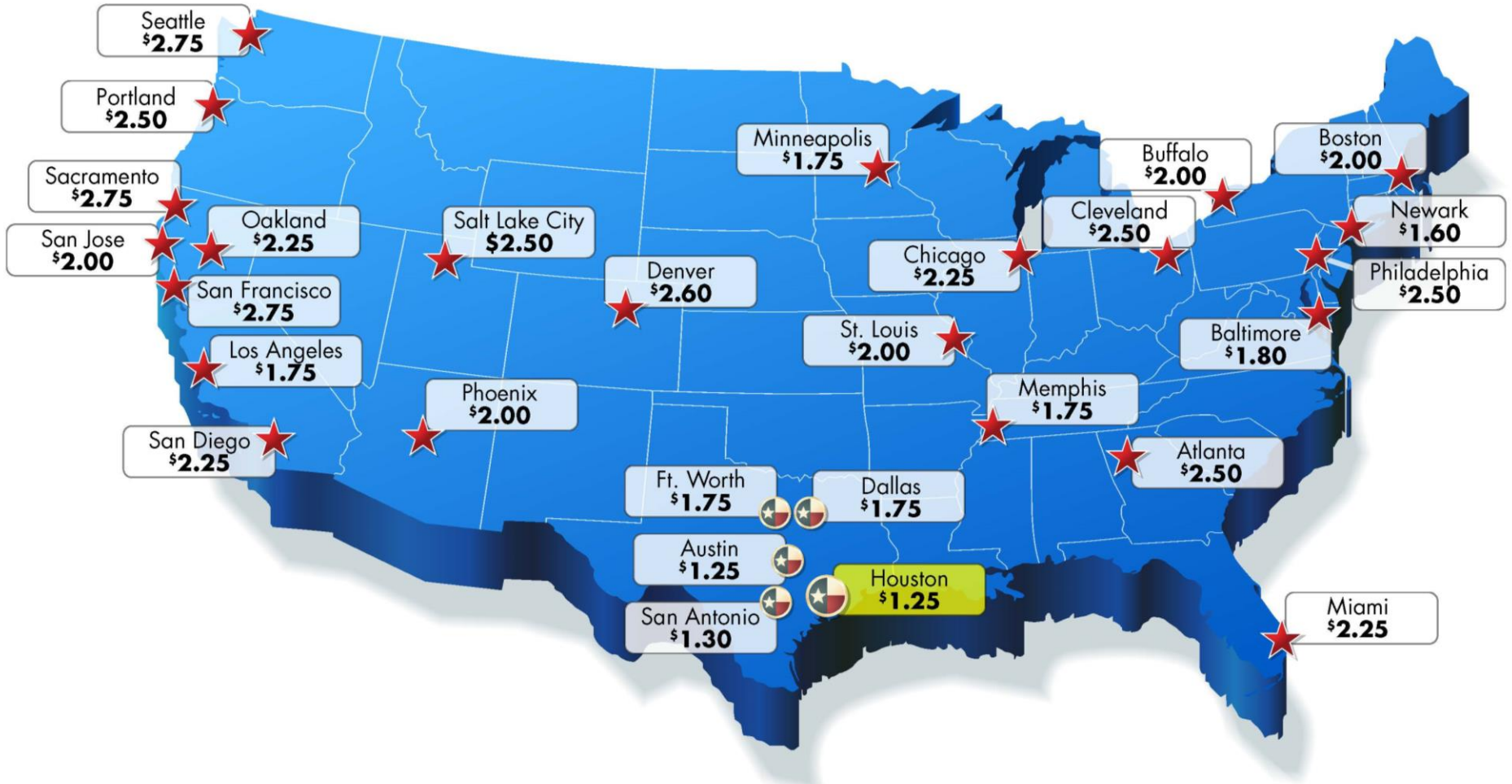
Comparative Statistics

Top 20 North American Bus Fleets

2016	2015	Agency	35 ft. and under	Over 35 ft.	Artic.	2016 Total	2015 +/-
1	1	MTA New York City Transit/MTA Bus Co. New York City	0	4,990	862	5,852	93
2	3	New Jersey Transit Corp. Newark, N.J.	444	2,296	85	2,825	592
3	2	Metro Los Angeles	50	1,884	370	2,304	-74
4	6	Pace Suburban Bus Chicago	1,433	547	0	1,980	123
5	4	King County Metro Transit Seattle	416	547	965	1,928	46
6	7	Coast Mountain Bus Co. Vancouver, B.C.	504	1,144	242	1,890	40
7	5	Toronto Transit Commission Toronto	0	1,708	153	1,861	-8
7	8	Chicago Transit Authority Chicago	0	1,556	305	1,861	32
9	9	Societe de Transport de Montreal Montreal	102	1,464	256	1,822	-1
10	10	Washington Area Metropolitan Transit Authority Washington, D.C.	93	1,422	65	1,580	55
11	11	Southeastern Pennsylvania Transportation Authority Philadelphia	35	1,235	185	1,455	-7
12	12	Metropolitan Transit Authority of Harris County Houston	202	1,163	70	1,435	—
13	13	Regional Transportation District Denver	422	831	116	1,369	-52
14	19	San Francisco Municipal Railway San Francisco	30	850	256	1,136	207
15	14	Massachusetts Bay Transportation Authority Boston	11	1,062	34	1,107	17
16	15	Valley Metro Phoenix	284	676	101	1,061	—
17	20	Edmonton Transit System Edmonton, Alberta	49	967	33	1,049	120
18	18	Calgary Transit Calgary, Alberta	183	749	93	1,025	14
19	17	OC Transpo Ottawa, Ontario	88	577	356	1,021	-3
20	21	Metro Transit Minneapolis	0	727	180	907	2

Source: METRO Magazine, "Top 100 Bus Fleets", September/October 2016

Comparative Base Fares – FY2018



Demographic Statistics

Metropolitan Transit Authority of Harris County, Texas
Demographic Statistics
Last Ten Fiscal Years
(Unaudited)

Year	Population PMSA* (000)	Per Capita Personal Income *	Houston-The Woodlands- Sugar Land MSA Unemployment Rate (%)*
2017	6,601.2	56,949	4.1
2016	6,502.2	54,759	5.2
2015	6,403.7	54,346	4.6
2014	6,305.7	53,660	4.9
2013	6,207.4	50,910	6.0
2012	6,110.6	51,633	6.6
2011	6,014.8	47,498	7.8
2010	5,920.4	44,498	8.3
2009	5,826.1	43,502	7.6
2008	5,676.4	47,752	4.7

*Annual except 2017, which is through October

Source:

Population and Per Capita Personal Income - University of Houston Bauer College of Business
Institute for Regional Forecasting

Unemployment Rate - Texas Workforce Commission



FY2018 Budgeted Positions

Metropolitan Transit Authority FY2018 Budgeted Positions

Department	Fund Center	Position	Grade	Headcount
2010 - Oper, Public Safety, & Cust Service	1000000011 - Sr. VP and Staff	Chief Operating Officer	22	1
2010 - Oper, Public Safety, & Cust Service	1000000011 - Sr. VP and Staff	Dir Budget Operations	16	1
2010 - Oper, Public Safety, & Cust Service	1000000011 - Sr. VP and Staff	Exec Asst (Chief)	9	1
2010 - Oper, Public Safety, & Cust Service	1000000031 Sr. Dir. Trans.	Exec Asst (Sr Dir)	8	1
2010 - Oper, Public Safety, & Cust Service	1000000031 Sr. Dir. Trans.	Sr Dir Transportation	17	1
2010 - Oper, Public Safety, & Cust Service	1000000041 - Dir. Trans. Prog.	Exec Asst (Sr Dir)	8	1
2010 - Oper, Public Safety, & Cust Service	1000000041 - Dir. Trans. Prog.	Sr Dir Customer Care & Custom Service	17	1
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	Applications Support Specialist	10	1
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	Assistant Policy Administrator	7	2
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	Call Center System Coordinator	10	1
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	Contract Svc Compliance Asst	6	3
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	Contract Svc Compliance Administrator	12	1
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	Customer Care Representative	4	3
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	Dir Paratransit (METROLift) Services	15	1
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	Manager of Transportation Programs	14	1
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	METROLift Customer Care Rep I	4	9
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	METROLift Customer Care Rep II	4	9
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	METROLift Customer Care Rep III	4	2
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	METROLift Customer Care Rep IV	4	32
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	METROLift Customer Service Rep	5	2
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	METROLift Dispatcher	6	23
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	METROLift Quality Monitor	9	1
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	METROLift Scheduling Coordinator	11	2
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	METROLift Service Leader	9	3
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	METROLift Service Monitor	9	8
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	METROLift Training Specialist	8	1
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	Mgr ADA Compliance & Paratransit	13	1
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	Mgr METROLift Passenger Relations	13	1
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	Mgr Metrolift Services	13	1
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	Mgr Paratransit Evaluation & Development	13	1
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	Mobility Coordinator	7	2
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	Paratransit Appeals Coordinator	7	1
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	Paratransit Policy Administrator	10	1
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	Pt Customer Svc Receptionist	4	1
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	Street Supv METROLift	9	1
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	Team Leader Contract Service Compliance	7	1
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	Team Leader METROLift Cust Svc Call Ctr	7	1
2010 - Oper, Public Safety, & Cust Service	1000000045 - METROLift Svc.	Team Leader METROLift Dispatch Call Ctr	7	4
2010 - Oper, Public Safety, & Cust Service	1000000051 Dir. Svc. Delivery	Dir Transp Service Operations	15	1
2010 - Oper, Public Safety, & Cust Service	1000000061 Sr. Dir. Rail	Exec Asst (Sr Dir)	8	1
2010 - Oper, Public Safety, & Cust Service	1000000061 Sr. Dir. Rail	Sr Dir Rail Operations	17	1
2010 - Oper, Public Safety, & Cust Service	1000000061 Sr. Dir. Rail	Systems Integration Test Director	15	1
2010 - Oper, Public Safety, & Cust Service	1000000111 FB Trans. Admin.	Asst Transportation Supt	12	2
2010 - Oper, Public Safety, & Cust Service	1000000111 FB Trans. Admin.	Office Administrator	6	1
2010 - Oper, Public Safety, & Cust Service	1000000111 FB Trans. Admin.	Supt Transportation FB	14	1
2010 - Oper, Public Safety, & Cust Service	1000000112 FB Starters	Chief Starter	10	1
2010 - Oper, Public Safety, & Cust Service	1000000112 FB Starters	Starter	Union	5
2010 - Oper, Public Safety, & Cust Service	1000000113 FB Operators	Bus Operator	Union	289
2010 - Oper, Public Safety, & Cust Service	1000000113 FB Operators	Bus Operator Trainee	Union	35
2010 - Oper, Public Safety, & Cust Service	1000000113 FB Operators	Pt Bus Operator	Union	10
2010 - Oper, Public Safety, & Cust Service	1000000113 FB Operators	PT Bus Operator Retiree	Union	6
2010 - Oper, Public Safety, & Cust Service	1000000121 Kash Trans. Admin	Asst Transportation Supt K	12	1
2010 - Oper, Public Safety, & Cust Service	1000000121 Kash Trans. Admin	Office Administrator	6	1
2010 - Oper, Public Safety, & Cust Service	1000000121 Kash Trans. Admin	Supt Transportation K	14	1
2010 - Oper, Public Safety, & Cust Service	1000000122 Kash Starters	Chief Starter	10	1
2010 - Oper, Public Safety, & Cust Service	1000000122 Kash Starters	Starter	Union	4
2010 - Oper, Public Safety, & Cust Service	1000000123 Kash Operators	Bus Operator	Union	190
2010 - Oper, Public Safety, & Cust Service	1000000123 Kash Operators	Pt Bus Operator	Union	8
2010 - Oper, Public Safety, & Cust Service	1000000123 Kash Operators	PT Bus Operator Retiree	Union	4
2010 - Oper, Public Safety, & Cust Service	1000000124 Kash Trans. Operators	Bus Operator	Union	7
2010 - Oper, Public Safety, & Cust Service	1000000124 Kash Trans. Operators	Pt Bus Operator	Union	6
2010 - Oper, Public Safety, & Cust Service	1000000131 Polk Trans. Admin.	Asst Transportation Supt P	12	2
2010 - Oper, Public Safety, & Cust Service	1000000131 Polk Trans. Admin.	Office Administrator	6	1
2010 - Oper, Public Safety, & Cust Service	1000000131 Polk Trans. Admin.	Supt Transportation P	14	1
2010 - Oper, Public Safety, & Cust Service	1000000132 Polk Starters	Chief Starter	10	1
2010 - Oper, Public Safety, & Cust Service	1000000132 Polk Starters	Relief Starter	Union	1
2010 - Oper, Public Safety, & Cust Service	1000000132 Polk Starters	Starter	Union	4
2010 - Oper, Public Safety, & Cust Service	1000000133 Polk Operators	Bus Operator	Union	352
2010 - Oper, Public Safety, & Cust Service	1000000133 Polk Operators	Pt Bus Operator	Union	10
2010 - Oper, Public Safety, & Cust Service	1000000133 Polk Operators	PT Bus Operator Retiree	Union	1
2010 - Oper, Public Safety, & Cust Service	1000000141 West Trans. Admin.	Asst Transportation Supt	12	2
2010 - Oper, Public Safety, & Cust Service	1000000141 West Trans. Admin.	Office Administrator	6	1



**Metropolitan Transit Authority
FY2018 Budgeted Positions**

Department	Fund Center	Position	Grade	Headcount
2010 - Oper, Public Safety, & Cust Service	1000000141 West Trans. Admin.	Supt Transportation W	14	1
2010 - Oper, Public Safety, & Cust Service	1000000142 West Starters	Chief Starter	10	1
2010 - Oper, Public Safety, & Cust Service	1000000142 West Starters	Relief Starter	Union	1
2010 - Oper, Public Safety, & Cust Service	1000000142 West Starters	Starter	Union	4
2010 - Oper, Public Safety, & Cust Service	1000000143 West Operators	Bus Operator	Union	428
2010 - Oper, Public Safety, & Cust Service	1000000143 West Operators	Bus Operator FT a6/1/99	Union	1
2010 - Oper, Public Safety, & Cust Service	1000000143 West Operators	Pt Bus Operator	Union	16
2010 - Oper, Public Safety, & Cust Service	1000000143 West Operators	PT Bus Operator Retiree	Union	2
2010 - Oper, Public Safety, & Cust Service	1000000151 HC Trans. Admin.	Asst Transportation Supt	12	1
2010 - Oper, Public Safety, & Cust Service	1000000151 HC Trans. Admin.	Office Administrator	6	1
2010 - Oper, Public Safety, & Cust Service	1000000151 HC Trans. Admin.	Supt Transportation	14	1
2010 - Oper, Public Safety, & Cust Service	1000000152 HC Starters	Chief Starter	10	1
2010 - Oper, Public Safety, & Cust Service	1000000152 HC Starters	Starter	Union	4
2010 - Oper, Public Safety, & Cust Service	1000000153 HC Operators	Bus Operator	Union	275
2010 - Oper, Public Safety, & Cust Service	1000000153 HC Operators	Bus Operator FT a6/1/99	Union	1
2010 - Oper, Public Safety, & Cust Service	1000000153 HC Operators	Pt Bus Operator	Union	8
2010 - Oper, Public Safety, & Cust Service	1000000153 HC Operators	PT Bus Operator Retiree	Union	5
2010 - Oper, Public Safety, & Cust Service	1000000154 HC Alternative Service	Service Driver	Union	44
2010 - Oper, Public Safety, & Cust Service	1000000801 Bus Dispatch	Asst Supt Bus Control	12	2
2010 - Oper, Public Safety, & Cust Service	1000000801 Bus Dispatch	Bus Controller	10	18
2010 - Oper, Public Safety, & Cust Service	1000000331 Operational Training	Dir Operational Training	15	1
2010 - Oper, Public Safety, & Cust Service	1000000331 Operational Training	Maintenance Training Instructor	10	3
2010 - Oper, Public Safety, & Cust Service	1000000331 Operational Training	Mgr Maintenance Training	13	1
2010 - Oper, Public Safety, & Cust Service	1000000331 Operational Training	Training Instructor	10	14
2010 - Oper, Public Safety, & Cust Service	1000000332 Street Supv.	Asst Supt Service Supervision	12	2
2010 - Oper, Public Safety, & Cust Service	1000000332 Street Supv.	Asst Supt Special Events & Construction	12	1
2010 - Oper, Public Safety, & Cust Service	1000000332 Street Supv.	Service Supervisor	10	36
2010 - Oper, Public Safety, & Cust Service	1000000351 Budget Operations	Lead Operations Management Analyst	14	1
2010 - Oper, Public Safety, & Cust Service	1000000351 Budget Operations	Manpower Administrator	12	1
2010 - Oper, Public Safety, & Cust Service	1000000351 Budget Operations	Manpower Coordinator	7	1
2010 - Oper, Public Safety, & Cust Service	1000000351 Budget Operations	Mgr Operations Mgmt Analysis	14	1
2010 - Oper, Public Safety, & Cust Service	1000000351 Budget Operations	Operations Management Analyst	12	1
2010 - Oper, Public Safety, & Cust Service	1000000351 Budget Operations	Operations Management Analyst I Bus Trsp	10	1
2010 - Oper, Public Safety, & Cust Service	1000000351 Budget Operations	Operations Management Analyst I Maint	10	1
2010 - Oper, Public Safety, & Cust Service	1000000351 Budget Operations	Rail OMS Analyst II	11	1
2010 - Oper, Public Safety, & Cust Service	1000000351 Budget Operations	Sr Proj Mgr Ops Systems and Reporting	13	1
2010 - Oper, Public Safety, & Cust Service	1000000371 - Admin	Dir Contract Operated Services	15	1
2010 - Oper, Public Safety, & Cust Service	1000000371 - Admin	Street Supv Contracted & Paratrans	9	1
2010 - Oper, Public Safety, & Cust Service	1000000371 - Admin	Street Supv Contracted & Paratransit	9	1
2010 - Oper, Public Safety, & Cust Service	1000000621 Rail Trans. Admin	Asst Transportation Supt (Rail)	12	1
2010 - Oper, Public Safety, & Cust Service	1000000621 Rail Trans. Admin	Dir Rail Transportation	15	1
2010 - Oper, Public Safety, & Cust Service	1000000621 Rail Trans. Admin	Office Administrator	6	1
2010 - Oper, Public Safety, & Cust Service	1000000621 Rail Trans. Admin	Sr Training Instructor	11	1
2010 - Oper, Public Safety, & Cust Service	1000000621 Rail Trans. Admin	Supt Transportation Rail	14	1
2010 - Oper, Public Safety, & Cust Service	1000000621 Rail Trans. Admin	Training Instructor Rail	10	2
2010 - Oper, Public Safety, & Cust Service	1000000622 Rail Fid/Sta Supv.	Field Supervisor	10	4
2010 - Oper, Public Safety, & Cust Service	1000000623 Rail Operations	LRT Operator	Union	84
2010 - Oper, Public Safety, & Cust Service	1000000623 Rail Operations	LRT Operator Trainee	Union	10
2010 - Oper, Public Safety, & Cust Service	1000000624 S&I Rail Trans. Admin.	Asst Transportation Supt (Rail)	12	1
2010 - Oper, Public Safety, & Cust Service	1000000624 S&I Rail Trans. Admin.	Office Administrator	6	1
2010 - Oper, Public Safety, & Cust Service	1000000624 S&I Rail Trans. Admin.	Supt Transportation Rail	14	1
2010 - Oper, Public Safety, & Cust Service	1000000625 S&I Rail Sta Supv.	Field Supervisor	10	5
2010 - Oper, Public Safety, & Cust Service	1000000626 Rail Trans.	LRT Operator	Union	66
2010 - Oper, Public Safety, & Cust Service	1000000627 Rail Transportation Utility Worker	Utility Worker (Rail)	Union	5
2010 - Oper, Public Safety, & Cust Service	1000000651 Rail Control Ctr.	Chief Rail Controller	12	3
2010 - Oper, Public Safety, & Cust Service	1000000651 Rail Control Ctr.	Field Supervisor	10	14
2010 - Oper, Public Safety, & Cust Service	1000000651 Rail Control Ctr.	Rail Operations Controller	11	12
2010 - Oper, Public Safety, & Cust Service	1000000651 Rail Control Ctr.	Supt Rail Control	14	1
2010 - Oper, Public Safety, & Cust Service	1000000661 Rail Maint. Admin.	Dir Rail Maintenance	15	1
2010 - Oper, Public Safety, & Cust Service	1000000661 Rail Maint. Admin.	Rail Maint Trng Spec	12	1
2010 - Oper, Public Safety, & Cust Service	1000000661 Rail Maint. Admin.	Rail Maintenance Trainer	11	2
2010 - Oper, Public Safety, & Cust Service	1000000661 Rail Maint. Admin.	Warranty Specialist (Rail)	10	1
2010 - Oper, Public Safety, & Cust Service	1000000662 Rail Maint. Svc. Veh.	Light Rail Servicer	Union	16
2010 - Oper, Public Safety, & Cust Service	1000000662 Rail Maint. Svc. Veh.	LRV Cleaning Supervisor	8	1
2010 - Oper, Public Safety, & Cust Service	1000000663 Rail Inspections	LRV Body Mechanic	Union	4
2010 - Oper, Public Safety, & Cust Service	1000000663 Rail Inspections	LRV Electronic Specialist	9	4
2010 - Oper, Public Safety, & Cust Service	1000000663 Rail Inspections	LRV Machinist Tool & Die Maker	Union	1
2010 - Oper, Public Safety, & Cust Service	1000000663 Rail Inspections	LRV Maintenance Supv	12	4
2010 - Oper, Public Safety, & Cust Service	1000000663 Rail Inspections	LRV Technician T2	Union	5
2010 - Oper, Public Safety, & Cust Service	1000000663 Rail Inspections	LRV Technician T3	Union	25
2010 - Oper, Public Safety, & Cust Service	1000000663 Rail Inspections	Sr Project Manager LRV	13	1
2010 - Oper, Public Safety, & Cust Service	1000000663 Rail Inspections	Supt Maintenance Rail Vehicles	14	1



**Metropolitan Transit Authority
FY2018 Budgeted Positions**

Department	Fund Center	Position	Grade	Headcount
2010 - Oper, Public Safety, & Cust Service	1000000664 S&I Rail Maint. Svc. Veh.	Light Rail Servicer	Union	7
2010 - Oper, Public Safety, & Cust Service	1000000664 S&I Rail Maint. Svc. Veh.	LRV Cleaning Supervisor	8	1
2010 - Oper, Public Safety, & Cust Service	1000000665 S&I Rail Inspections	LRV Electronic Specialist	9	4
2010 - Oper, Public Safety, & Cust Service	1000000665 S&I Rail Inspections	LRV Maintenance Supervisor	12	1
2010 - Oper, Public Safety, & Cust Service	1000000665 S&I Rail Inspections	LRV Maintenance Supv	12	3
2010 - Oper, Public Safety, & Cust Service	1000000665 S&I Rail Inspections	LRV Technician T1	Union	1
2010 - Oper, Public Safety, & Cust Service	1000000665 S&I Rail Inspections	LRV Technician T2	Union	5
2010 - Oper, Public Safety, & Cust Service	1000000665 S&I Rail Inspections	LRV Technician T3	Union	8
2010 - Oper, Public Safety, & Cust Service	1000000665 S&I Rail Inspections	Supt Maintenance Rail Vehicles	14	1
2010 - Oper, Public Safety, & Cust Service	1000000666 Rail Heavy Repair	LRV Maintenance Supv	12	1
2010 - Oper, Public Safety, & Cust Service	1000000666 Rail Heavy Repair	LRV Technician T3 - Heavy Repair	Union	5
2010 - Oper, Public Safety, & Cust Service	1000000691 Track Maintenance	Chief Track Maintenance	14	1
2010 - Oper, Public Safety, & Cust Service	1000000691 Track Maintenance	Track Maintainer	9	13
2010 - Oper, Public Safety, & Cust Service	1000000691 Track Maintenance	Track Supervisor	10	3
2010 - Oper, Public Safety, & Cust Service	1000000692 Signal/Comm. Maint.	Axle Counter Maintainer	8	6
2010 - Oper, Public Safety, & Cust Service	1000000692 Signal/Comm. Maint.	Dir Signals & Communications	15	1
2010 - Oper, Public Safety, & Cust Service	1000000692 Signal/Comm. Maint.	Rail Maint Comm Specialist	12	3
2010 - Oper, Public Safety, & Cust Service	1000000692 Signal/Comm. Maint.	Signals & Communications Supervisor	10	3
2010 - Oper, Public Safety, & Cust Service	1000000692 Signal/Comm. Maint.	Signals Communications Technician	9	12
2010 - Oper, Public Safety, & Cust Service	1000000693 Traction/Elec Maint.	Chief Traction Power	14	1
2010 - Oper, Public Safety, & Cust Service	1000000693 Traction/Elec Maint.	Sr Proj Mgr Maint of Way	13	1
2010 - Oper, Public Safety, & Cust Service	1000000693 Traction/Elec Maint.	Traction Power Supervisor	10	3
2010 - Oper, Public Safety, & Cust Service	1000000693 Traction/Elec Maint.	Traction Power Technician	9	12
2010 - Oper, Public Safety, & Cust Service	1000000831 - Community Connector Serv.	METROLift Customer Care Rep I	4	2
2010 - Oper, Public Safety, & Cust Service	1000000831 - Community Connector Serv.	METROLift Dispatcher	6	3
2010 - Oper, Public Safety, & Cust Service	1000000831 - Community Connector Serv.	METROLift Service Monitor	9	1
2010 - Oper, Public Safety, & Cust Service	1000000911 Chief of Police	Chief of Police	20	1
2010 - Oper, Public Safety, & Cust Service	1000000911 Chief of Police	Exec Asst (Chief)	9	1
2010 - Oper, Public Safety, & Cust Service	1000000911 Chief of Police	Police Sergeant 2	11	1
2010 - Oper, Public Safety, & Cust Service	1000000911 Chief of Police	Police Support Coordinator	7	1
2010 - Oper, Public Safety, & Cust Service	1000000912 Management Services	Budget & Grants Analyst	10	1
2010 - Oper, Public Safety, & Cust Service	1000000912 Management Services	Information Management Spec	9	1
2010 - Oper, Public Safety, & Cust Service	1000000912 Management Services	Management Services Coordinator	8	1
2010 - Oper, Public Safety, & Cust Service	1000000912 Management Services	Mgr Management Services	14	1
2010 - Oper, Public Safety, & Cust Service	1000000931 Investigations	Police Lieutenant 3	12	1
2010 - Oper, Public Safety, & Cust Service	1000000931 Investigations	Police Officer 3	9	1
2010 - Oper, Public Safety, & Cust Service	1000000931 Investigations	Police Officer 4	9	3
2010 - Oper, Public Safety, & Cust Service	1000000931 Investigations	Police Sergeant 1	11	1
2010 - Oper, Public Safety, & Cust Service	1000000931 Investigations	Project Specialist (Crime Stats)	8	1
2010 - Oper, Public Safety, & Cust Service	1000000931 Investigations	Sr Police Officer	10	6
2010 - Oper, Public Safety, & Cust Service	1000000934 Field Operations-Patrol	Exec Asst (Capt)	7	1
2010 - Oper, Public Safety, & Cust Service	1000000934 Field Operations-Patrol	Police Captain 2	15	1
2010 - Oper, Public Safety, & Cust Service	1000000934 Field Operations-Patrol	Police Lieutenant 2	12	1
2010 - Oper, Public Safety, & Cust Service	1000000934 Field Operations-Patrol	Police Lieutenant 3	12	1
2010 - Oper, Public Safety, & Cust Service	1000000934 Field Operations-Patrol	Police Officer 1	9	2
2010 - Oper, Public Safety, & Cust Service	1000000934 Field Operations-Patrol	Police Officer 2	9	3
2010 - Oper, Public Safety, & Cust Service	1000000934 Field Operations-Patrol	Police Officer 3	9	1
2010 - Oper, Public Safety, & Cust Service	1000000934 Field Operations-Patrol	Police Officer 4	9	11
2010 - Oper, Public Safety, & Cust Service	1000000934 Field Operations-Patrol	Police Officer 5	9	5
2010 - Oper, Public Safety, & Cust Service	1000000934 Field Operations-Patrol	Police Officer 6	9	8
2010 - Oper, Public Safety, & Cust Service	1000000934 Field Operations-Patrol	Police Sergeant 2	11	3
2010 - Oper, Public Safety, & Cust Service	1000000934 Field Operations-Patrol	Police Sergeant 3	11	3
2010 - Oper, Public Safety, & Cust Service	1000000934 Field Operations-Patrol	Sergeant	11	1
2010 - Oper, Public Safety, & Cust Service	1000000934 Field Operations-Patrol	Sr Police Officer	10	10
2010 - Oper, Public Safety, & Cust Service	1000000934 Field Operations-Patrol	Sr Police Sergeant	11	1
2010 - Oper, Public Safety, & Cust Service	1000000935 Support Operations-Spec Service	Cadet	8	5
2010 - Oper, Public Safety, & Cust Service	1000000935 Support Operations-Spec Service	Exec Asst (Capt)	7	1
2010 - Oper, Public Safety, & Cust Service	1000000935 Support Operations-Spec Service	Police Captain 3	15	1
2010 - Oper, Public Safety, & Cust Service	1000000935 Support Operations-Spec Service	Police Lieutenant 2	12	1
2010 - Oper, Public Safety, & Cust Service	1000000935 Support Operations-Spec Service	Police Officer 1	9	1
2010 - Oper, Public Safety, & Cust Service	1000000935 Support Operations-Spec Service	Police Officer 2	9	1
2010 - Oper, Public Safety, & Cust Service	1000000935 Support Operations-Spec Service	Police Officer 3	9	1
2010 - Oper, Public Safety, & Cust Service	1000000935 Support Operations-Spec Service	Police Officer 4	9	1
2010 - Oper, Public Safety, & Cust Service	1000000935 Support Operations-Spec Service	Police Officer 7	8	16
2010 - Oper, Public Safety, & Cust Service	1000000935 Support Operations-Spec Service	Police Sergeant 1	11	1
2010 - Oper, Public Safety, & Cust Service	1000000935 Support Operations-Spec Service	Sr Police Officer	10	3
2010 - Oper, Public Safety, & Cust Service	1000000936 Sys. Security K-9 Unit/HLS	Police Officer 3	9	2
2010 - Oper, Public Safety, & Cust Service	1000000936 Sys. Security K-9 Unit/HLS	Police Officer 4	9	1
2010 - Oper, Public Safety, & Cust Service	1000000936 Sys. Security K-9 Unit/HLS	Police Officer 5	9	1
2010 - Oper, Public Safety, & Cust Service	1000000936 Sys. Security K-9 Unit/HLS	Sr Police Officer	10	4
2010 - Oper, Public Safety, & Cust Service	1000000942 Transtar Cntrl Control Fac.	Communication Liaison	7	1
2010 - Oper, Public Safety, & Cust Service	1000000942 Transtar Cntrl Control Fac.	Communications Liaison Operator	7	6



**Metropolitan Transit Authority
FY2018 Budgeted Positions**

Department	Fund Center	Position	Grade	Headcount
2010 - Oper, Public Safety, & Cust Service	1000000942 Transtar Cntr'l Control Fac.	Police Lieutenant 3	12	1
2010 - Oper, Public Safety, & Cust Service	1000000942 Transtar Cntr'l Control Fac.	Police Sergeant 2	11	1
2010 - Oper, Public Safety, & Cust Service	1000000942 Transtar Cntr'l Control Fac.	Sergeant	11	1
2010 - Oper, Public Safety, & Cust Service	1000000942 Transtar Cntr'l Control Fac.	Sr Police Officer	10	1
2010 - Oper, Public Safety, & Cust Service	1000000942 Transtar Cntr'l Control Fac.	Sr Police Sergeant	11	1
2010 - Oper, Public Safety, & Cust Service	1000000943 Dispatch	Dispatcher	6	2
2010 - Oper, Public Safety, & Cust Service	1000000943 Dispatch	Lead Police Dispatcher	7	1
2010 - Oper, Public Safety, & Cust Service	1000000943 Dispatch	Police Dispatcher	6	8
2010 - Oper, Public Safety, & Cust Service	1000000952 Records Management	Police Records Clerk	5	5
2010 - Oper, Public Safety, & Cust Service	1000000952 Records Management	Records Clerk	5	1
2010 - Oper, Public Safety, & Cust Service	1000000952 Records Management	Supv Police Info Services	9	1
2010 - Oper, Public Safety, & Cust Service	1000000964 HOV/HOT Lane Operations	MAP Operator	6	8
2010 - Oper, Public Safety, & Cust Service	1000000965 HOV/HOT Lane Enforcements	Police Officer 3	9	7
2010 - Oper, Public Safety, & Cust Service	1000000965 HOV/HOT Lane Enforcements	Police Officer 4	9	2
2010 - Oper, Public Safety, & Cust Service	1000000965 HOV/HOT Lane Enforcements	Police Sergeant 1	11	1
2010 - Oper, Public Safety, & Cust Service	1000000965 HOV/HOT Lane Enforcements	Sr Police Officer	10	9
2010 - Oper, Public Safety, & Cust Service	1000000965 HOV/HOT Lane Enforcements	Sr Police Sergeant	11	1
2010 - Oper, Public Safety, & Cust Service	1000000966 Rail Operations - Patrol	Fare Inspector	6	43
2010 - Oper, Public Safety, & Cust Service	1000000966 Rail Operations - Patrol	Lead Fare Inspector	7	1
2010 - Oper, Public Safety, & Cust Service	1000000966 Rail Operations - Patrol	Lead Fare Inspector	7	3
2010 - Oper, Public Safety, & Cust Service	1000000966 Rail Operations - Patrol	Lieutenant	12	1
2010 - Oper, Public Safety, & Cust Service	1000000966 Rail Operations - Patrol	Lieutenant 3	12	1
2010 - Oper, Public Safety, & Cust Service	1000000966 Rail Operations - Patrol	Police Captain 3	15	1
2010 - Oper, Public Safety, & Cust Service	1000000966 Rail Operations - Patrol	Police Lieutenant 2	12	1
2010 - Oper, Public Safety, & Cust Service	1000000966 Rail Operations - Patrol	Police Lieutenant 3	12	1
2010 - Oper, Public Safety, & Cust Service	1000000966 Rail Operations - Patrol	Police Officer	8	7
2010 - Oper, Public Safety, & Cust Service	1000000966 Rail Operations - Patrol	Police Officer 2	9	2
2010 - Oper, Public Safety, & Cust Service	1000000966 Rail Operations - Patrol	Police Officer 3	9	4
2010 - Oper, Public Safety, & Cust Service	1000000966 Rail Operations - Patrol	Police Officer 4	9	10
2010 - Oper, Public Safety, & Cust Service	1000000966 Rail Operations - Patrol	Police Officer 5	9	6
2010 - Oper, Public Safety, & Cust Service	1000000966 Rail Operations - Patrol	Police Officer 6	9	22
2010 - Oper, Public Safety, & Cust Service	1000000966 Rail Operations - Patrol	Police Officer 7	8	7
2010 - Oper, Public Safety, & Cust Service	1000000966 Rail Operations - Patrol	Police Sergeant 2	11	3
2010 - Oper, Public Safety, & Cust Service	1000000966 Rail Operations - Patrol	Police Sergeant 3	11	5
2010 - Oper, Public Safety, & Cust Service	1000000966 Rail Operations - Patrol	PT Police Officer Rail	8	24
2010 - Oper, Public Safety, & Cust Service	1000000966 Rail Operations - Patrol	PT Police Officer RDC, S&I	8	10
2010 - Oper, Public Safety, & Cust Service	1000000966 Rail Operations - Patrol	Sergeant	11	1
2010 - Oper, Public Safety, & Cust Service	1000000966 Rail Operations - Patrol	Sergeant 3	11	2
2010 - Oper, Public Safety, & Cust Service	1000000966 Rail Operations - Patrol	Sr Police Officer	10	6
2010 - Oper, Public Safety, & Cust Service	1000001014 Tech. Svcs.	Supv Advanced Technology	11	1
2010 - Oper, Public Safety, & Cust Service	1000001014 Tech. Svcs.	Technical Engineering Specialist	11	2
2010 - Oper, Public Safety, & Cust Service	1000001021 Cent. Shop Admin.	Office Administrator	6	1
2010 - Oper, Public Safety, & Cust Service	1000001021 Cent. Shop Admin.	Production Controller	12	1
2010 - Oper, Public Safety, & Cust Service	1000001021 Cent. Shop Admin.	Supt Maintenance CS	14	1
2010 - Oper, Public Safety, & Cust Service	1000001021 Cent. Shop Admin.	Team Leader Central Shops	7	1
2010 - Oper, Public Safety, & Cust Service	1000001022 Heavy Repair	Electronic Systems Specialist	10	1
2010 - Oper, Public Safety, & Cust Service	1000001022 Heavy Repair	Mechanical Fmn Heavy Repair	10	1
2010 - Oper, Public Safety, & Cust Service	1000001022 Heavy Repair	Transit Bus Repair A a6/1/99	Union	12
2010 - Oper, Public Safety, & Cust Service	1000001022 Heavy Repair	Transit Technician	Union	7
2010 - Oper, Public Safety, & Cust Service	1000001022 Heavy Repair	Utility Worker	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001022 Heavy Repair	Utility Worker before 8/1/82	Union	2
2010 - Oper, Public Safety, & Cust Service	1000001023 Body Shop	Cert Struct Welder Fabricator	Union	4
2010 - Oper, Public Safety, & Cust Service	1000001023 Body Shop	Cleaner Bus Maintenance a8/1/82	Union	2
2010 - Oper, Public Safety, & Cust Service	1000001023 Body Shop	Collision Repair A a6/1/99	Union	19
2010 - Oper, Public Safety, & Cust Service	1000001023 Body Shop	Collision Technician	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001023 Body Shop	Mechanical Fmn Body Shop	10	2
2010 - Oper, Public Safety, & Cust Service	1000001023 Body Shop	Utility Worker	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001024 Unit Overhaul	Cleaner Bus Maintenance	Union	2
2010 - Oper, Public Safety, & Cust Service	1000001024 Unit Overhaul	Cleaner Bus Maintenance a8/1/82	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001024 Unit Overhaul	Gen Foreman Unit Overhaul	12	1
2010 - Oper, Public Safety, & Cust Service	1000001024 Unit Overhaul	Machinist Tool & Die Maker	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001024 Unit Overhaul	Maintenance Clerk CS	5	1
2010 - Oper, Public Safety, & Cust Service	1000001024 Unit Overhaul	Mechanical Fmn Unit Overhaul	10	2
2010 - Oper, Public Safety, & Cust Service	1000001024 Unit Overhaul	Sr Machinist	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001024 Unit Overhaul	Transit Bus Repair A a6/1/99	Union	3
2010 - Oper, Public Safety, & Cust Service	1000001024 Unit Overhaul	Transit Technician	Union	5
2010 - Oper, Public Safety, & Cust Service	1000001024 Unit Overhaul	Unit Rebuild A	Union	11
2010 - Oper, Public Safety, & Cust Service	1000001024 Unit Overhaul	Unit Rebuild Master	Union	2
2010 - Oper, Public Safety, & Cust Service	1000001024 Unit Overhaul	Unit Rebuild Technician	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001024 Unit Overhaul	Utility Worker	Union	2
2010 - Oper, Public Safety, & Cust Service	1000001111 Kash Main. Admin.	Gen Foreman Maintenance K	12	1
2010 - Oper, Public Safety, & Cust Service	1000001111 Kash Main. Admin.	Office Administrator	6	1



**Metropolitan Transit Authority
FY2018 Budgeted Positions**

Department	Fund Center	Position	Grade	Headcount
2010 - Oper, Public Safety, & Cust Service	1000001111 Kash Main. Admin.	Supt Maintenance K	14	1
2010 - Oper, Public Safety, & Cust Service	1000001112 Kash Svc Rev Veh	Cleaner Bus Maintenance	Union	11
2010 - Oper, Public Safety, & Cust Service	1000001112 Kash Svc Rev Veh	Tool Room Attendant	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001112 Kash Svc Rev Veh	Utility Worker	Union	9
2010 - Oper, Public Safety, & Cust Service	1000001113 Kash Inspections	AC & Heat A	Union	2
2010 - Oper, Public Safety, & Cust Service	1000001113 Kash Inspections	Collision Repair A a6/1/99	Union	2
2010 - Oper, Public Safety, & Cust Service	1000001113 Kash Inspections	Collision Technician	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001113 Kash Inspections	Electronic Systems Specialist	10	1
2010 - Oper, Public Safety, & Cust Service	1000001113 Kash Inspections	Mechanical Fmn K	10	7
2010 - Oper, Public Safety, & Cust Service	1000001113 Kash Inspections	Transit Bus Repair A a6/1/99	Union	18
2010 - Oper, Public Safety, & Cust Service	1000001113 Kash Inspections	Transit Bus Repair B a6/1/99	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001113 Kash Inspections	Transit Bus Repair C a6/1/99	Union	2
2010 - Oper, Public Safety, & Cust Service	1000001113 Kash Inspections	Transit Master	Union	2
2010 - Oper, Public Safety, & Cust Service	1000001113 Kash Inspections	Transit Technician	Union	9
2010 - Oper, Public Safety, & Cust Service	1000001113 Kash Inspections	Transit Technician a6/1/99	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001116 Kash Greenlink Rev. Veh. Op.	Cleaner Bus Maintenance	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001116 Kash Greenlink Rev. Veh. Op.	Utility Worker	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001117 Kash Greenlink Inspection	Transit Technician	Union	2
2010 - Oper, Public Safety, & Cust Service	1000001121 Polk Maint. Admin.	Gen Foreman Maintenance	12	1
2010 - Oper, Public Safety, & Cust Service	1000001121 Polk Maint. Admin.	Gen Foreman Maintenance P	12	1
2010 - Oper, Public Safety, & Cust Service	1000001121 Polk Maint. Admin.	Office Administrator	6	1
2010 - Oper, Public Safety, & Cust Service	1000001121 Polk Maint. Admin.	Supt Maintenance P	14	1
2010 - Oper, Public Safety, & Cust Service	1000001122 Polk Srv. Rev. Veh.	Cleaner Bus Maintenance	Union	16
2010 - Oper, Public Safety, & Cust Service	1000001122 Polk Srv. Rev. Veh.	Tool Room Attendant	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001122 Polk Srv. Rev. Veh.	Utility Worker	Union	10
2010 - Oper, Public Safety, & Cust Service	1000001123 Polk Inspections	AC & Heat A	Union	4
2010 - Oper, Public Safety, & Cust Service	1000001123 Polk Inspections	Collision Repair A a6/1/99	Union	4
2010 - Oper, Public Safety, & Cust Service	1000001123 Polk Inspections	Collision Repair B a6/1/99	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001123 Polk Inspections	Electronic Systems Specialist	10	1
2010 - Oper, Public Safety, & Cust Service	1000001123 Polk Inspections	Mechanical Fmn P	10	8
2010 - Oper, Public Safety, & Cust Service	1000001123 Polk Inspections	Mechanical Fmn Polk	10	1
2010 - Oper, Public Safety, & Cust Service	1000001123 Polk Inspections	Transit Bus Repair A a6/1/99	Union	23
2010 - Oper, Public Safety, & Cust Service	1000001123 Polk Inspections	Transit Bus Repair B a6/1/99	Union	4
2010 - Oper, Public Safety, & Cust Service	1000001123 Polk Inspections	Transit Bus Repair C a6/1/99	Union	3
2010 - Oper, Public Safety, & Cust Service	1000001123 Polk Inspections	Transit Master	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001123 Polk Inspections	Transit Technician	Union	22
2010 - Oper, Public Safety, & Cust Service	1000001131 West Maint. Admin.	Gen Foreman Maintenance W	12	2
2010 - Oper, Public Safety, & Cust Service	1000001131 West Maint. Admin.	Office Administrator	6	1
2010 - Oper, Public Safety, & Cust Service	1000001131 West Maint. Admin.	Supt Maintenance W	14	1
2010 - Oper, Public Safety, & Cust Service	1000001132 West Srv. Rev. Veh.	Cleaner Bus Maintenance	Union	25
2010 - Oper, Public Safety, & Cust Service	1000001132 West Srv. Rev. Veh.	Cleaner Bus Maintenance a8/1/82	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001132 West Srv. Rev. Veh.	Tool Room Attendant	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001132 West Srv. Rev. Veh.	Utility Worker	Union	12
2010 - Oper, Public Safety, & Cust Service	1000001133 West Inspections	AC & Heat A	Union	7
2010 - Oper, Public Safety, & Cust Service	1000001133 West Inspections	Collision Repair A a6/1/99	Union	4
2010 - Oper, Public Safety, & Cust Service	1000001133 West Inspections	Collision Technician	Union	2
2010 - Oper, Public Safety, & Cust Service	1000001133 West Inspections	Electronic Systems Specialist	10	1
2010 - Oper, Public Safety, & Cust Service	1000001133 West Inspections	Mechanical Fmn W	10	10
2010 - Oper, Public Safety, & Cust Service	1000001133 West Inspections	Transit Bus Repair A a6/1/99	Union	44
2010 - Oper, Public Safety, & Cust Service	1000001133 West Inspections	Transit Bus Repair B a6/1/99	Union	2
2010 - Oper, Public Safety, & Cust Service	1000001133 West Inspections	Transit Bus Repair C a6/1/99	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001133 West Inspections	Transit Master	Union	3
2010 - Oper, Public Safety, & Cust Service	1000001133 West Inspections	Transit Technician	Union	15
2010 - Oper, Public Safety, & Cust Service	1000001141 HC Maint. Admin.	Gen Foreman Maintenance HC	12	1
2010 - Oper, Public Safety, & Cust Service	1000001141 HC Maint. Admin.	Office Administrator	6	1
2010 - Oper, Public Safety, & Cust Service	1000001141 HC Maint. Admin.	Supt Maintenance HC	14	1
2010 - Oper, Public Safety, & Cust Service	1000001142 HC Srv. Rev. Veh.	Cleaner Bus Maintenance	Union	15
2010 - Oper, Public Safety, & Cust Service	1000001142 HC Srv. Rev. Veh.	Cleaner Bus Maintenance a8/1/82	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001142 HC Srv. Rev. Veh.	Tool Room Attendant	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001142 HC Srv. Rev. Veh.	Utility Worker	Union	12
2010 - Oper, Public Safety, & Cust Service	1000001143 HC Inspections	AC & Heat A	Union	2
2010 - Oper, Public Safety, & Cust Service	1000001143 HC Inspections	Collision Repair A a6/1/99	Union	2
2010 - Oper, Public Safety, & Cust Service	1000001143 HC Inspections	Collision Technician	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001143 HC Inspections	Electronic Systems Specialist	10	1
2010 - Oper, Public Safety, & Cust Service	1000001143 HC Inspections	Mechanical Fmn	10	1
2010 - Oper, Public Safety, & Cust Service	1000001143 HC Inspections	Mechanical Fmn HC	10	7
2010 - Oper, Public Safety, & Cust Service	1000001143 HC Inspections	Transit Bus Repair A a6/1/99	Union	29
2010 - Oper, Public Safety, & Cust Service	1000001143 HC Inspections	Transit Bus Repair B a6/1/99	Union	2
2010 - Oper, Public Safety, & Cust Service	1000001143 HC Inspections	Transit Bus Repair C a6/1/99	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001143 HC Inspections	Transit Master	Union	3
2010 - Oper, Public Safety, & Cust Service	1000001143 HC Inspections	Transit Technician	Union	10
2010 - Oper, Public Safety, & Cust Service	1000001145 HC Alternative & CC Services	Transit Bus Repair A a6/1/99	Union	2



**Metropolitan Transit Authority
FY2018 Budgeted Positions**

Department	Fund Center	Position	Grade	Headcount
2010 - Oper, Public Safety, & Cust Service	1000001161 FB Maint. Admin.	Gen Foreman Maintenance F	12	2
2010 - Oper, Public Safety, & Cust Service	1000001161 FB Maint. Admin.	Office Administrator	6	1
2010 - Oper, Public Safety, & Cust Service	1000001161 FB Maint. Admin.	Supt Maintenance F	14	1
2010 - Oper, Public Safety, & Cust Service	1000001162 FB Srv. Rev. Veh.	Cleaner Bus Maintenance	Union	14
2010 - Oper, Public Safety, & Cust Service	1000001162 FB Srv. Rev. Veh.	Cleaner Bus Maintenance a8/1/82	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001162 FB Srv. Rev. Veh.	Tool Room Attendant	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001162 FB Srv. Rev. Veh.	Utility Worker	Union	18
2010 - Oper, Public Safety, & Cust Service	1000001163 FB Inspections	AC & Heat A	Union	3
2010 - Oper, Public Safety, & Cust Service	1000001163 FB Inspections	Collision Repair A a6/1/99	Union	3
2010 - Oper, Public Safety, & Cust Service	1000001163 FB Inspections	Collision Technician	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001163 FB Inspections	Electronic Systems Specialist	10	1
2010 - Oper, Public Safety, & Cust Service	1000001163 FB Inspections	Mechanical Fmn F	10	9
2010 - Oper, Public Safety, & Cust Service	1000001163 FB Inspections	Mechanical Foreman	10	1
2010 - Oper, Public Safety, & Cust Service	1000001163 FB Inspections	Transit Bus Repair A a6/1/99	Union	25
2010 - Oper, Public Safety, & Cust Service	1000001163 FB Inspections	Transit Bus Repair B a6/1/99	Union	4
2010 - Oper, Public Safety, & Cust Service	1000001163 FB Inspections	Transit Bus Repair C a6/1/99	Union	2
2010 - Oper, Public Safety, & Cust Service	1000001163 FB Inspections	Transit Master	Union	2
2010 - Oper, Public Safety, & Cust Service	1000001163 FB Inspections	Transit Technician	Union	16
2010 - Oper, Public Safety, & Cust Service	1000001163 FB Inspections	Transit Technician a6/1/99	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001172 BB Svc. Rev. Veh.	Utility Worker	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001172 BB Svc. Rev. Veh.	Utility Worker before 8/1/82	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001173 BB Inspections	Mechanical Fmn (Support Vehicles)	10	1
2010 - Oper, Public Safety, & Cust Service	1000001173 BB Inspections	Mechanical Fmn BB	10	1
2010 - Oper, Public Safety, & Cust Service	1000001173 BB Inspections	Transit Bus Repair A a6/1/99	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001173 BB Inspections	Transit Technician	Union	3
2010 - Oper, Public Safety, & Cust Service	1000001174 BB T-Truck	T Truck Wrecker Operator	Union	11
2010 - Oper, Public Safety, & Cust Service	1000001174 BB T-Truck	Transit Master	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001174 BB T-Truck	Transit Technician	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001191 Prev. Maint. Admin.	Exec Asst (Sr Dir)	8	1
2010 - Oper, Public Safety, & Cust Service	1000001191 Prev. Maint. Admin.	Sr Dir Bus Maintenance	17	1
2010 - Oper, Public Safety, & Cust Service	1000001301 Elect. Maint.	Electronic Communication Specialist	9	1
2010 - Oper, Public Safety, & Cust Service	1000001301 Elect. Maint.	Gen Foreman Intelligent Transp Systems	12	1
2010 - Oper, Public Safety, & Cust Service	1000001301 Elect. Maint.	Intelligent Transportation Systems Fmn	10	1
2010 - Oper, Public Safety, & Cust Service	1000001301 Elect. Maint.	Intelligent Transportation Systems Tech	9	11
2010 - Oper, Public Safety, & Cust Service	1000001301 Elect. Maint.	Office Administrator	6	1
2010 - Oper, Public Safety, & Cust Service	1000001301 Elect. Maint.	Supt Intelligent Transp Systems	14	1
2010 - Oper, Public Safety, & Cust Service	1000001302 Elect. Maint. Rail	Electronic Revenue Systems Specialist	9	9
2010 - Oper, Public Safety, & Cust Service	1000001302 Elect. Maint. Rail	Revenue Systems Foreman	10	1
2010 - Oper, Public Safety, & Cust Service	1000001303 Radio Maint.	Communications Systems Specialist	9	2
2010 - Oper, Public Safety, & Cust Service	1000001303 Radio Maint.	Pt Transit Technician Retiree	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001311 Quality Assurance	Mgr Quality Assurance	13	1
2010 - Oper, Public Safety, & Cust Service	1000001311 Quality Assurance	Quality Assurance Insp	10	8
2010 - Oper, Public Safety, & Cust Service	1000001312 Warranty	Mgr Warranty	13	1
2010 - Oper, Public Safety, & Cust Service	1000001312 Warranty	Warranty Parts Analyst	10	1
2010 - Oper, Public Safety, & Cust Service	1000001312 Warranty	Warranty Specialist	10	2
2010 - Oper, Public Safety, & Cust Service	1000001351 Support Vehicles	Elec Communications Spec-SV	9	1
2010 - Oper, Public Safety, & Cust Service	1000001351 Support Vehicles	Gen Foreman Support Vehicles	12	1
2010 - Oper, Public Safety, & Cust Service	1000001351 Support Vehicles	Mechanical Fmn (Support Vehicles)	10	3
2010 - Oper, Public Safety, & Cust Service	1000001351 Support Vehicles	Off Road Technician	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001351 Support Vehicles	Office Administrator	6	1
2010 - Oper, Public Safety, & Cust Service	1000001351 Support Vehicles	Small Engine Technician	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001351 Support Vehicles	Support Vehicle Coordinator	8	1
2010 - Oper, Public Safety, & Cust Service	1000001351 Support Vehicles	Support Vehicle Master	Union	3
2010 - Oper, Public Safety, & Cust Service	1000001351 Support Vehicles	Support Vehicle Master Mech a6/1/99	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001351 Support Vehicles	Support Vehicle Master Mechanic	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001351 Support Vehicles	Support Vehicle Technician	Union	5
2010 - Oper, Public Safety, & Cust Service	1000001351 Support Vehicles	Supt Support Vehicles	14	1
2010 - Oper, Public Safety, & Cust Service	1000001351 Support Vehicles	Utility Worker	Union	2
2010 - Oper, Public Safety, & Cust Service	1000001353 - METROLift In-House Maintenance	Support Vehicle Master Mech a6/1/99	Union	3
2010 - Oper, Public Safety, & Cust Service	1000001353 - METROLift In-House Maintenance	Utility Worker	Union	1
2010 - Oper, Public Safety, & Cust Service	1000001381 Dir. Maint. Supp.	Dir Maint Support	15	1
2010 - Oper, Public Safety, & Cust Service	1000001381 Dir. Maint. Supp.	Maintenance Support Coordinator	7	1
2010 - Oper, Public Safety, & Cust Service	1000001381 Dir. Maint. Supp.	PT Transit Bus Repair A Retiree	Union	8
2010 - Oper, Public Safety, & Cust Service	1000001381 Dir. Maint. Supp.	Pt Transit Technician Retiree	Union	2
2010 - Oper, Public Safety, & Cust Service	1000001821 EVP Op Public Safety & Cust. Serv.	Emergency Mgmt Coordinator	12	1
2010 - Oper, Public Safety, & Cust Service	1000001821 EVP Op Public Safety & Cust. Serv.	EVP Operations, Public Safety & Cust Svc	22	1
2010 - Oper, Public Safety, & Cust Service	1000001821 EVP Op Public Safety & Cust. Serv.	Exec Asst (EVP)	10	1
2010 - Oper, Public Safety, & Cust Service	1000001821 EVP Op Public Safety & Cust. Serv.	Project Manager, Ops, Pub Safety & CS	11	1
2010 - Oper, Public Safety, & Cust Service	1000001821 EVP Op Public Safety & Cust. Serv.	Special Projects Manager	12	1
2010 - Oper, Public Safety, & Cust Service	1000002185 HOT Lanes Operations	ARGO Supervisor	8	2
2010 - Oper, Public Safety, & Cust Service	1000002185 HOT Lanes Operations	Director of Hot Lanes	15	1
2010 - Oper, Public Safety, & Cust Service	1000002185 HOT Lanes Operations	Hot Lane Projects Manager	15	1



**Metropolitan Transit Authority
FY2018 Budgeted Positions**

Department	Fund Center	Position	Grade	Headcount
2010 - Oper, Public Safety, & Cust Service	1000002185 HOT Lanes Operations	PT ARGO Operator	6	8
2010 - Oper, Public Safety, & Cust Service	1000002233 Fare Coll. Maint.	Electronic Farebox Technician	Union	15
2010 - Oper, Public Safety, & Cust Service	1000002233 Fare Coll. Maint.	Transit Revenue Foreman	10	2
2010 - Oper, Public Safety, & Cust Service	1000002234 Revenue Agents	Revenue Agent	Union	8
2010 - Oper, Public Safety, & Cust Service	1000002234 Revenue Agents	Revenue Agent K	Union	1
2010 - Oper, Public Safety, & Cust Service	1000002234 Revenue Agents	Revenue Agent NW	Union	1
2010 - Oper, Public Safety, & Cust Service	1000002234 Revenue Agents	Revenue Collection Foreman	9	1
2010 - Oper, Public Safety, & Cust Service	1000002241 Dir. Risk Mgmt.	Dir Risk Management	16	1
2010 - Oper, Public Safety, & Cust Service	1000002242 Claims	Claims Adjuster	8	3
2010 - Oper, Public Safety, & Cust Service	1000002242 Claims	Claims Adjuster WC	8	2
2010 - Oper, Public Safety, & Cust Service	1000002242 Claims	Claims Assistant	6	2
2010 - Oper, Public Safety, & Cust Service	1000002242 Claims	Claims Supervisor Liability	13	1
2010 - Oper, Public Safety, & Cust Service	1000002242 Claims	Claims Supervisor WC	13	1
2010 - Oper, Public Safety, & Cust Service	1000002242 Claims	Mgr Claims	14	1
2010 - Oper, Public Safety, & Cust Service	1000002242 Claims	Sr Claims Adjuster	11	2
2010 - Oper, Public Safety, & Cust Service	1000002242 Claims	Sr. Claims Adjuster WC	11	1
2010 - Oper, Public Safety, & Cust Service	1000002243 Bus Safety	Bus Safety Officer	10	5
2010 - Oper, Public Safety, & Cust Service	1000002243 Bus Safety	Mgr Bus Safety	14	1
2010 - Oper, Public Safety, & Cust Service	1000002243 Bus Safety	Safety Officer (Bus)	11	1
2010 - Oper, Public Safety, & Cust Service	1000002243 Bus Safety	Sr Safety Officer (Bus)	12	1
2010 - Oper, Public Safety, & Cust Service	1000002244 General Insurance	Risk Management Coordinator	8	1
2010 - Oper, Public Safety, & Cust Service	1000002244 General Insurance	Sr Risk Management Analyst	11	1
2010 - Oper, Public Safety, & Cust Service	1000002245 Rail Safety	Mgr Rail Safety	14	1
2010 - Oper, Public Safety, & Cust Service	1000002245 Rail Safety	Rail Safety Officer	10	2
2010 - Oper, Public Safety, & Cust Service	1000002245 Rail Safety	Sr Safety Officer (Rail)	12	1
2010 - Oper, Public Safety, & Cust Service	1000002246 Workplace & Env. Safety	Associate Safety Officer (EHS)	9	1
2010 - Oper, Public Safety, & Cust Service	1000002246 Workplace & Env. Safety	Environmental Compliance Officer	12	1
2010 - Oper, Public Safety, & Cust Service	1000002246 Workplace & Env. Safety	Mgr Environmental Health & Safety	14	1
2010 - Oper, Public Safety, & Cust Service	1000002246 Workplace & Env. Safety	Safety Officer (EHS)	11	2
2010 - Oper, Public Safety, & Cust Service	1000002247 Chief of Safety Officer	Chief Safety Officer	18	1
2010 - Oper, Public Safety, & Cust Service	1000002247 Chief of Safety Officer	Exec Asst (Chief)	9	1
2010 - Oper, Public Safety, & Cust Service	1000002247 Chief of Safety Officer	Safety Compliance & Analysis Administrat	13	1
2010 - Oper, Public Safety, & Cust Service	1000002247 Chief of Safety Officer	Safety Compliance & Analysis Officer	11	1
2010 - Oper, Public Safety, & Cust Service	1000002247 Chief of Safety Officer	Safety Project Coordinator	10	1
2010 - Oper, Public Safety, & Cust Service	1000002448 Drug & Alcohol Program	Dir Drug and Alcohol Program	16	1
2010 - Oper, Public Safety, & Cust Service	1000002448 Drug & Alcohol Program	Drug & Alcohol Program Coordinator	10	1
2010 - Oper, Public Safety, & Cust Service	1000002448 Drug & Alcohol Program	Drug and Alcohol Program Specialist	9	1
2010 - Oper, Public Safety, & Cust Service	1000002532 Cust. Call Ctr.	Administrative Receptionist	4	1
2010 - Oper, Public Safety, & Cust Service	1000002532 Cust. Call Ctr.	Call Center System Coordinator	10	1
2010 - Oper, Public Safety, & Cust Service	1000002532 Cust. Call Ctr.	Call Center Training Specialist	8	1
2010 - Oper, Public Safety, & Cust Service	1000002532 Cust. Call Ctr.	Customer Call Rep II	4	7
2010 - Oper, Public Safety, & Cust Service	1000002532 Cust. Call Ctr.	Customer Care Business Analyst	9	1
2010 - Oper, Public Safety, & Cust Service	1000002532 Cust. Call Ctr.	Customer Care Rep II (CCC)	4	1
2010 - Oper, Public Safety, & Cust Service	1000002532 Cust. Call Ctr.	Customer Care Rep II CCC	4	1
2010 - Oper, Public Safety, & Cust Service	1000002532 Cust. Call Ctr.	Customer Care Rep III (CCC)	4	1
2010 - Oper, Public Safety, & Cust Service	1000002532 Cust. Call Ctr.	Customer Care Rep III (CCC)	4	10
2010 - Oper, Public Safety, & Cust Service	1000002532 Cust. Call Ctr.	Customer Care Rep III CCC	4	11
2010 - Oper, Public Safety, & Cust Service	1000002532 Cust. Call Ctr.	Customer Care Rep IV CCC	4	2
2010 - Oper, Public Safety, & Cust Service	1000002532 Cust. Call Ctr.	Customer Care Rep V (CCC)	5	2
2010 - Oper, Public Safety, & Cust Service	1000002532 Cust. Call Ctr.	Customer Care Rep V (Lost & Found)	5	1
2010 - Oper, Public Safety, & Cust Service	1000002532 Cust. Call Ctr.	Customer Care Specialist	6	7
2010 - Oper, Public Safety, & Cust Service	1000002532 Cust. Call Ctr.	Customer Care Team Coordinator	10	1
2010 - Oper, Public Safety, & Cust Service	1000002532 Cust. Call Ctr.	Dir Customer Care Call Ctr & Complaint R	15	1
2010 - Oper, Public Safety, & Cust Service	1000002532 Cust. Call Ctr.	Exec Asst (VP)	9	1
2010 - Oper, Public Safety, & Cust Service	1000002532 Cust. Call Ctr.	Mgr Call Center Services	13	1
2010 - Oper, Public Safety, & Cust Service	1000002532 Cust. Call Ctr.	Mgr Customer Complaint & Resolution	13	1
2010 - Oper, Public Safety, & Cust Service	1000002532 Cust. Call Ctr.	Supv Call Center Support	10	1
2010 - Oper, Public Safety, & Cust Service	1000002532 Cust. Call Ctr.	Supv Cust Care Center	9	1
2010 - Oper, Public Safety, & Cust Service	1000002532 Cust. Call Ctr.	Team Leader Cust Care Center	7	3
2010 - Oper, Public Safety, & Cust Service	1000002532 Cust. Call Ctr.	VP Customer Services	21	1
2010 - Oper, Public Safety, & Cust Service	1000002538 RideStores	Fannin Parking Lot Coordinator	8	1
2010 - Oper, Public Safety, & Cust Service	1000002538 RideStores	RideStore Sales Associate	4	6
2010 - Oper, Public Safety, & Cust Service	1000002538 RideStores	Ridestore Sales Associate - Fannin South	4	2
2010 - Oper, Public Safety, & Cust Service	1000002538 RideStores	Sales Account Executive	9	1
2010 - Oper, Public Safety, & Cust Service	1000002538 RideStores	Supv Client Services	10	1
2010 - Oper, Public Safety, & Cust Service	1000002538 RideStores	Team Leader Ridestores	7	1
2010 - Oper, Public Safety, & Cust Service	1000002539 - Regional Vanpool	Commuter Services Program Manager	13	1
2010 - Oper, Public Safety, & Cust Service	1000002539 - Regional Vanpool	Dir Commuter Services	15	1
2010 - Oper, Public Safety, & Cust Service	1000002539 - Regional Vanpool	Fare Clerk I	6	1
2010 - Oper, Public Safety, & Cust Service	1000002539 - Regional Vanpool	Fare Clerk II	7	2
2010 - Oper, Public Safety, & Cust Service	1000002539 - Regional Vanpool	Fare Clerk III	8	1
2010 - Oper, Public Safety, & Cust Service	1000002539 - Regional Vanpool	Fleet Coord	8	1



**Metropolitan Transit Authority
FY2018 Budgeted Positions**

Department	Fund Center	Position	Grade	Headcount
2010 - Oper, Public Safety, & Cust Service	1000002539 - Regional Vanpool	Mgr, Fin & Rptg	13	1
2010 - Oper, Public Safety, & Cust Service	1000002539 - Regional Vanpool	Mgr, Sales & Svc	13	1
2010 - Oper, Public Safety, & Cust Service	1000002539 - Regional Vanpool	Mkt Dev Coord	10	1
2010 - Oper, Public Safety, & Cust Service	1000002539 - Regional Vanpool	Operations Analyst-Trans Programs	10	1
2010 - Oper, Public Safety, & Cust Service	1000002539 - Regional Vanpool	Spvsr, Cust Billing	11	1
2010 - Oper, Public Safety, & Cust Service	1000002539 - Regional Vanpool	Spvsr, Cust Svcs & Fleet	11	1
2010 - Oper, Public Safety, & Cust Service	1000002539 - Regional Vanpool	Sr Vanpool Spec	7	1
2010 - Oper, Public Safety, & Cust Service	1000002539 - Regional Vanpool	Vanpool Acct Mgr I (Incl prlg rep)	8	2
2010 - Oper, Public Safety, & Cust Service	1000002539 - Regional Vanpool	Vanpool Acct Mgr II	9	2
2010 - Oper, Public Safety, & Cust Service	1000002539 - Regional Vanpool	Vanpool Acct Mgr III (Incl Inside rep)	10	2
2010 - Oper, Public Safety, & Cust Service	1000002539 - Regional Vanpool	Vanpool Comms Spec	8	1
2010 - Oper, Public Safety, & Cust Service	1000002539 - Regional Vanpool	Vanpool Event Coord (PT)	6	1
2010 - Oper, Public Safety, & Cust Service	1000002539 - Regional Vanpool	Vanpool Spec I	5	2
2010 - Oper, Public Safety, & Cust Service	1000002539 - Regional Vanpool	Vanpool Spec I (PT)	5	2
2010 - Oper, Public Safety, & Cust Service	1000002539 - Regional Vanpool	Vanpool Spec II	6	2
2010 - Oper, Public Safety, & Cust Service	1000002812 Director of Safety	Director of Safety	16	1
2020 - Planning, Engineer, & Construct	1000000321 Scheduling	GIS Data Support Analyst	9	1
2020 - Planning, Engineer, & Construct	1000000321 Scheduling	Lead Scheduler	12	1
2020 - Planning, Engineer, & Construct	1000000321 Scheduling	Mgr Scheduling	15	1
2020 - Planning, Engineer, & Construct	1000000321 Scheduling	Sr GIS Specialist Operations	13	1
2020 - Planning, Engineer, & Construct	1000000321 Scheduling	Sr Scheduler	11	3
2020 - Planning, Engineer, & Construct	1000000321 Scheduling	Transit Scheduler	10	1
2020 - Planning, Engineer, & Construct	1000001331 Fac. Maint. Kash BOF	Cleaner Facility Maintenance	Union	1
2020 - Planning, Engineer, & Construct	1000001331 Fac. Maint. Kash BOF	Facilities Asset Management Coordinator	11	1
2020 - Planning, Engineer, & Construct	1000001331 Fac. Maint. Kash BOF	Facilities Maint Data Spec	7	1
2020 - Planning, Engineer, & Construct	1000001331 Fac. Maint. Kash BOF	Facilities Supervisor	10	2
2020 - Planning, Engineer, & Construct	1000001331 Fac. Maint. Kash BOF	General Maintenance Mechanic A	Union	1
2020 - Planning, Engineer, & Construct	1000001331 Fac. Maint. Kash BOF	General Maintenance Mechanic A (NSS)	Union	1
2020 - Planning, Engineer, & Construct	1000001331 Fac. Maint. Kash BOF	General Maintenance Mechanic HVAC	Union	1
2020 - Planning, Engineer, & Construct	1000001331 Fac. Maint. Kash BOF	Licensed Maintenance Mechanic (Plumber)	Union	1
2020 - Planning, Engineer, & Construct	1000001331 Fac. Maint. Kash BOF	Licensed Maintenance Mechanic-Electricia	Union	2
2020 - Planning, Engineer, & Construct	1000001331 Fac. Maint. Kash BOF	Mgr Operating Facilities	13	1
2020 - Planning, Engineer, & Construct	1000001331 Fac. Maint. Kash BOF	Supv Environmental Services	12	1
2020 - Planning, Engineer, & Construct	1000001332 Fac. Maint. Polk BOF	Cleaner Facility Maintenance	Union	1
2020 - Planning, Engineer, & Construct	1000001332 Fac. Maint. Polk BOF	Facilities Supervisor	10	1
2020 - Planning, Engineer, & Construct	1000001332 Fac. Maint. Polk BOF	General Maintenance Mechanic A	Union	1
2020 - Planning, Engineer, & Construct	1000001332 Fac. Maint. Polk BOF	Licensed Journey Mechanical	Union	1
2020 - Planning, Engineer, & Construct	1000001332 Fac. Maint. Polk BOF	Licensed Maintenance Mechanic (Electric)	Union	1
2020 - Planning, Engineer, & Construct	1000001333 Fac. Maint. West BOF	Cleaner Facility Maintenance b8/1/82	Union	1
2020 - Planning, Engineer, & Construct	1000001333 Fac. Maint. West BOF	Facilities Supervisor	10	1
2020 - Planning, Engineer, & Construct	1000001333 Fac. Maint. West BOF	General Maintenance Mechanic A	Union	2
2020 - Planning, Engineer, & Construct	1000001333 Fac. Maint. West BOF	Licensed Joumey Electrician	Union	1
2020 - Planning, Engineer, & Construct	1000001333 Fac. Maint. West BOF	Licensed Maintenance Mechanic	Union	1
2020 - Planning, Engineer, & Construct	1000001334 Fac. Maint. HC BOF	Cleaner Facility Maintenance a8/1/82	Union	1
2020 - Planning, Engineer, & Construct	1000001334 Fac. Maint. HC BOF	Facilities Supervisor	10	1
2020 - Planning, Engineer, & Construct	1000001334 Fac. Maint. HC BOF	Licensed Journey Electrician	Union	1
2020 - Planning, Engineer, & Construct	1000001334 Fac. Maint. HC BOF	Licensed Maintenance Mechanic (Plumber)	Union	1
2020 - Planning, Engineer, & Construct	1000001334 Fac. Maint. HC BOF	Licensed Maintenance Mechanic (Refrig &	Union	1
2020 - Planning, Engineer, & Construct	1000001336 Fac. Maint. FB BOF	Cleaner Facility Maintenance a8/1/82	Union	1
2020 - Planning, Engineer, & Construct	1000001336 Fac. Maint. FB BOF	Facilities Supervisor	10	1
2020 - Planning, Engineer, & Construct	1000001336 Fac. Maint. FB BOF	General Maintenance Journey NSS	Union	1
2020 - Planning, Engineer, & Construct	1000001336 Fac. Maint. FB BOF	Licensed Joumey Electrician	Union	1
2020 - Planning, Engineer, & Construct	1000001336 Fac. Maint. FB BOF	Licensed Journey Mechanical	Union	1
2020 - Planning, Engineer, & Construct	1000001337 Fac. Maint. Buffalo Bayou	Cleaner Facility Maintenance	Union	1
2020 - Planning, Engineer, & Construct	1000001337 Fac. Maint. Buffalo Bayou	Facilities Supervisor	10	1
2020 - Planning, Engineer, & Construct	1000001337 Fac. Maint. Buffalo Bayou	General Maintenance Mechanic A	Union	2
2020 - Planning, Engineer, & Construct	1000001341 Fac. Maint. Admin	Energy Manager	13	1
2020 - Planning, Engineer, & Construct	1000001341 Fac. Maint. Admin	Interim VP Facilities Maintenance	19	1
2020 - Planning, Engineer, & Construct	1000001342 Fac. Maint. Field SC/CS	Cleaner Facility Maintenance a8/1/82	Union	1
2020 - Planning, Engineer, & Construct	1000001342 Fac. Maint. Field SC/CS	Facilities Maint Data Spec	7	1
2020 - Planning, Engineer, & Construct	1000001342 Fac. Maint. Field SC/CS	Facilities Supervisor	10	1
2020 - Planning, Engineer, & Construct	1000001342 Fac. Maint. Field SC/CS	General Maintenance Mechanic A (NSS)	Union	3
2020 - Planning, Engineer, & Construct	1000001342 Fac. Maint. Field SC/CS	Licensed Journey Electrician	Union	1
2020 - Planning, Engineer, & Construct	1000001342 Fac. Maint. Field SC/CS	Licensed Joumey Mechanical	Union	1
2020 - Planning, Engineer, & Construct	1000001342 Fac. Maint. Field SC/CS	Licensed Journey Plumber	Union	1
2020 - Planning, Engineer, & Construct	1000001342 Fac. Maint. Field SC/CS	Licensed Journey Plumber (NSS)	Union	1
2020 - Planning, Engineer, & Construct	1000001342 Fac. Maint. Field SC/CS	Licensed Maintenance Mechanic Refrig A/C	Union	1
2020 - Planning, Engineer, & Construct	1000001342 Fac. Maint. Field SC/CS	Licensed Maintenance Mechanic-Elect.	Union	1
2020 - Planning, Engineer, & Construct	1000001342 Fac. Maint. Field SC/CS	Mgr Operating Facilities	13	1
2020 - Planning, Engineer, & Construct	1000001343 Bus Facilities	Cleaner Facility Maintenance	Union	26
2020 - Planning, Engineer, & Construct	1000001343 Bus Facilities	Cleaner Facility Maintenance a8/1/82	Union	2
2020 - Planning, Engineer, & Construct	1000001343 Bus Facilities	Facilities Supervisor (Public)	10	4

**Metropolitan Transit Authority
FY2018 Budgeted Positions**

Department	Fund Center	Position	Grade	Headcount
2020 - Planning, Engineer, & Construct	1000001343 Bus Facilities	Facility Maintenance Assistant	5	1
2020 - Planning, Engineer, & Construct	1000001343 Bus Facilities	Gen Foreman Public Facilities	12	1
2020 - Planning, Engineer, & Construct	1000001343 Bus Facilities	Gen Maint Mech A Crane Opr	Union	2
2020 - Planning, Engineer, & Construct	1000001343 Bus Facilities	General Maintenance Journey SS	Union	3
2020 - Planning, Engineer, & Construct	1000001343 Bus Facilities	General Maintenance Mechanic A	Union	7
2020 - Planning, Engineer, & Construct	1000001343 Bus Facilities	General Maintenance Mechanic A (SS)	Union	7
2020 - Planning, Engineer, & Construct	1000001343 Bus Facilities	General Maintenance Mechanic B (SS)	Union	3
2020 - Planning, Engineer, & Construct	1000001343 Bus Facilities	Interim Dir Public Facilities	15	1
2020 - Planning, Engineer, & Construct	1000001343 Bus Facilities	Licensed Maintenance Mechanic (SS)	Union	1
2020 - Planning, Engineer, & Construct	1000001343 Bus Facilities	Manager Public Facilities	13	1
2020 - Planning, Engineer, & Construct	1000001343 Bus Facilities	Program Manager I	13	1
2020 - Planning, Engineer, & Construct	1000001345 Project Management	Mgr Fac Programs Project Mgmt	14	1
2020 - Planning, Engineer, & Construct	1000001345 Project Management	Project Mgr I (HVAC)	11	1
2020 - Planning, Engineer, & Construct	1000001345 Project Management	Sr Proj Mgr Fac Maint	13	1
2020 - Planning, Engineer, & Construct	1000001345 Project Management	Sr Proj Mgr Security Systems	13	1
2020 - Planning, Engineer, & Construct	1000001346 Fac. Maint. Contract Svcs	Access Specialist Coordinator	7	1
2020 - Planning, Engineer, & Construct	1000001346 Fac. Maint. Contract Svcs	Facilities Maint Data Spec	7	1
2020 - Planning, Engineer, & Construct	1000001346 Fac. Maint. Contract Svcs	Facilities Maint Support Coordinaor	7	1
2020 - Planning, Engineer, & Construct	1000001346 Fac. Maint. Contract Svcs	Facility Security Liaison	6	1
2020 - Planning, Engineer, & Construct	1000001346 Fac. Maint. Contract Svcs	Field Inspector/Coordinator	10	5
2020 - Planning, Engineer, & Construct	1000001346 Fac. Maint. Contract Svcs	Mgr Facilities Maintenance	14	1
2020 - Planning, Engineer, & Construct	1000001346 Fac. Maint. Contract Svcs	Supv Administrative Services	10	1
2020 - Planning, Engineer, & Construct	1000001346 Fac. Maint. Contract Svcs	Supv Facilities Contract	12	1
2020 - Planning, Engineer, & Construct	1000001347 Fac. Maint. Rail	Cleaner Facility Maintenance	Union	2
2020 - Planning, Engineer, & Construct	1000001347 Fac. Maint. Rail	Facilities Supervisor	10	2
2020 - Planning, Engineer, & Construct	1000001347 Fac. Maint. Rail	General Maintenance Mechanic A (NSS)	Union	2
2020 - Planning, Engineer, & Construct	1000001347 Fac. Maint. Rail	Licensed Journey Electrician	Union	1
2020 - Planning, Engineer, & Construct	1000001347 Fac. Maint. Rail	Licensed Journey Mechanical NSS	Union	1
2020 - Planning, Engineer, & Construct	1000001347 Fac. Maint. Rail	Licensed Maintenance Mechanic	Union	2
2020 - Planning, Engineer, & Construct	1000001348 Rail Facilities	Cleaner Facility Maintenance	Union	15
2020 - Planning, Engineer, & Construct	1000001348 Rail Facilities	Facilities Asset Management Coordinator	11	1
2020 - Planning, Engineer, & Construct	1000001348 Rail Facilities	Facilities Supervisor (Public)	10	4
2020 - Planning, Engineer, & Construct	1000001348 Rail Facilities	Gen Foreman Public Facilities	12	1
2020 - Planning, Engineer, & Construct	1000001348 Rail Facilities	General Maintenance Mechanic A	Union	4
2020 - Planning, Engineer, & Construct	1000001348 Rail Facilities	General Maintenance Mechanic B (NSS)	Union	4
2020 - Planning, Engineer, & Construct	1000001348 Rail Facilities	General Maintenance Mechanic B (SS)	Union	1
2020 - Planning, Engineer, & Construct	1000001348 Rail Facilities	Licensed Journey Electrician (SS)	Union	1
2020 - Planning, Engineer, & Construct	1000001348 Rail Facilities	Licensed Journey Plumber	Union	1
2020 - Planning, Engineer, & Construct	1000001348 Rail Facilities	Licensed Journey Plumber (SS)	Union	1
2020 - Planning, Engineer, & Construct	1000001348 Rail Facilities	Licensed Maintenance Mechanic (Plumber)	Union	1
2020 - Planning, Engineer, & Construct	1000001348 Rail Facilities	Licensed Maintenance Mechanic (SS)	Union	1
2020 - Planning, Engineer, & Construct	1000001348 Rail Facilities	Manager Public Facilities	13	1
2020 - Planning, Engineer, & Construct	1000001348 Rail Facilities	Public Facilities Maint Analyst	10	1
2020 - Planning, Engineer, & Construct	1000001349 Fac. Maint. Headquarters	Cleaner Facility Maintenance	Union	1
2020 - Planning, Engineer, & Construct	1000001349 Fac. Maint. Headquarters	Facilities Supervisor	10	2
2020 - Planning, Engineer, & Construct	1000001349 Fac. Maint. Headquarters	General Maintenance Mechanic A	Union	1
2020 - Planning, Engineer, & Construct	1000001349 Fac. Maint. Headquarters	Licensed Journey Electrician	Union	1
2020 - Planning, Engineer, & Construct	1000001349 Fac. Maint. Headquarters	Licensed Journey Mechanical	Union	1
2020 - Planning, Engineer, & Construct	1000001349 Fac. Maint. Headquarters	Licensed Journey Plumber	Union	1
2020 - Planning, Engineer, & Construct	1000002031 System Planning & Dev.	Dir Environmental,Cap & Long Range Plgn	15	1
2020 - Planning, Engineer, & Construct	1000002031 System Planning & Dev.	Lead Transp Systems Planner	12	1
2020 - Planning, Engineer, & Construct	1000002031 System Planning & Dev.	Mgr Capital Planning & Proj Coordination	14	1
2020 - Planning, Engineer, & Construct	1000002031 System Planning & Dev.	Mgr Regional & Long Range Planning	14	1
2020 - Planning, Engineer, & Construct	1000002031 System Planning & Dev.	Sr Transit Planner	12	2
2020 - Planning, Engineer, & Construct	1000002031 System Planning & Dev.	Sr. Transit Planner - DS	12	1
2020 - Planning, Engineer, & Construct	1000002031 System Planning & Dev.	Sr. Transit Planner - SJ	12	1
2020 - Planning, Engineer, & Construct	1000002031 System Planning & Dev.	Transit Planner II - FTA	10	1
2020 - Planning, Engineer, & Construct	1000002031 System Planning & Dev.	Transportation System Planner	11	1
2020 - Planning, Engineer, & Construct	1000002031 System Planning & Dev.	VP Systems & Capital Planning	19	1
2020 - Planning, Engineer, & Construct	1000002052 Svc. Planning & Dev.	Dir Service Planning & Evaluation	17	1
2020 - Planning, Engineer, & Construct	1000002052 Svc. Planning & Dev.	Lead Analyst Ridership&Svc Eva	12	1
2020 - Planning, Engineer, & Construct	1000002052 Svc. Planning & Dev.	Mgr Ridership Analysis Svc Ev	14	1
2020 - Planning, Engineer, & Construct	1000002052 Svc. Planning & Dev.	Mgr Service Planning	13	1
2020 - Planning, Engineer, & Construct	1000002052 Svc. Planning & Dev.	Service Evaluation Analyst I	8	1
2020 - Planning, Engineer, & Construct	1000002052 Svc. Planning & Dev.	Service Evaluation Analyst II	9	3
2020 - Planning, Engineer, & Construct	1000002052 Svc. Planning & Dev.	Sr Transit Planner Svc Plng	12	1
2020 - Planning, Engineer, & Construct	1000002052 Svc. Planning & Dev.	Transit Analyst	8	1
2020 - Planning, Engineer, & Construct	1000002052 Svc. Planning & Dev.	Transit Planner II Svc Plng	10	1
2020 - Planning, Engineer, & Construct	1000002121 Program Controls	Capital Programs Budget Analyst	10	1
2020 - Planning, Engineer, & Construct	1000002121 Program Controls	Control Support Specialist	7	1
2020 - Planning, Engineer, & Construct	1000002121 Program Controls	Mgr Scheduling & Estimating	14	1
2020 - Planning, Engineer, & Construct	1000002121 Program Controls	Sr. Cost Estimator	13	1



**Metropolitan Transit Authority
FY2018 Budgeted Positions**

Department	Fund Center	Position	Grade	Headcount
2020 - Planning, Engineer, & Construct	1000002131 Real Estate	Asset Management Specialist	13	1
2020 - Planning, Engineer, & Construct	1000002131 Real Estate	Mgr Real Estate	14	1
2020 - Planning, Engineer, & Construct	1000002131 Real Estate	RE Asset Management Specialist	13	1
2020 - Planning, Engineer, & Construct	1000002161 Eng. Support Services	Chief Engineer	17	1
2020 - Planning, Engineer, & Construct	1000002161 Eng. Support Services	Dir Program Mgmt Support Services	16	1
2020 - Planning, Engineer, & Construct	1000002161 Eng. Support Services	GIS Specialist	12	1
2020 - Planning, Engineer, & Construct	1000002161 Eng. Support Services	Mgr Quality Assurance/Quality Control	14	1
2020 - Planning, Engineer, & Construct	1000002161 Eng. Support Services	Program Manager III	15	1
2020 - Planning, Engineer, & Construct	1000002161 Eng. Support Services	Special Projects Director	15	1
2020 - Planning, Engineer, & Construct	1000002161 Eng. Support Services	Sr Cad Technician	9	1
2020 - Planning, Engineer, & Construct	1000002161 Eng. Support Services	Traffic Engineer	14	1
2020 - Planning, Engineer, & Construct	1000002171 4 Light Rail Lines Expansion	Exec Asst (Sr Dir)	8	1
2020 - Planning, Engineer, & Construct	1000002171 4 Light Rail Lines Expansion	Program Manager I	13	3
2020 - Planning, Engineer, & Construct	1000002171 4 Light Rail Lines Expansion	Resident Engineer	14	1
2020 - Planning, Engineer, & Construct	1000002171 4 Light Rail Lines Expansion	Sr Program Director (Light Rail Lines)	17	1
2020 - Planning, Engineer, & Construct	1000002181 EVP -Planning, Engineering, & Const	EVP Planning Engineering & Construction	22	1
2020 - Planning, Engineer, & Construct	1000002181 EVP -Planning, Engineering, & Const	Exec Asst (EVP)	10	1
2020 - Planning, Engineer, & Construct	1000002181 EVP -Planning, Engineering, & Const	Project Coordinator	9	1
2020 - Planning, Engineer, & Construct	1000002184 Project Management	Program Manager I	13	2
2020 - Planning, Engineer, & Construct	1000002184 Project Management	Program Manager II	14	2
2020 - Planning, Engineer, & Construct	1000002184 Project Management	Project Engineer	11	1
2020 - Planning, Engineer, & Construct	1000002184 Project Management	VP Project Mgt & Eng	19	1
2020 - Planning, Engineer, & Construct	1000002191 SVP Planning	Exec Asst (VP)	9	1
2020 - Planning, Engineer, & Construct	1000002191 SVP Planning	VP Planning	21	1
2030 - Administration	1000001611 EVP Administration	EVP Administration	22	1
2030 - Administration	1000001611 EVP Administration	Exec Asst (EVP)	10	1
2030 - Administration	1000001611 EVP Administration	Project Quality Control Coordinator	12	1
2030 - Administration	1000002341 SBE/DBE	Business Developmt & Assistance Officer	10	1
2030 - Administration	1000002341 SBE/DBE	Dir Small Business Compliance	15	1
2030 - Administration	1000002341 SBE/DBE	External Relations Officer-Procurement	12	1
2030 - Administration	1000002341 SBE/DBE	Small Business Certification Specialist	9	1
2030 - Administration	1000002341 SBE/DBE	Small Business Compliance Specialist	10	2
2030 - Administration	1000002341 SBE/DBE	Small Business/Coordinator	8	1
2030 - Administration	1000002411 Human Resources	Chief Human Resources Officer	20	1
2030 - Administration	1000002411 Human Resources	Executive Assistant	9	1
2030 - Administration	1000002411 Human Resources	HR Analyst	12	1
2030 - Administration	1000002422 Procurement	Asst Contracts Admin S & T	9	1
2030 - Administration	1000002422 Procurement	Buyer - Materials	9	3
2030 - Administration	1000002422 Procurement	Chief Procurement Officer	20	1
2030 - Administration	1000002422 Procurement	Contract Admin I	10	4
2030 - Administration	1000002422 Procurement	Contract Admin II A & E	11	1
2030 - Administration	1000002422 Procurement	Contract Admin II A & E 1	11	1
2030 - Administration	1000002422 Procurement	Contract Admin II Proc 1	11	1
2030 - Administration	1000002422 Procurement	Contract Admin II Svcs Tech	11	1
2030 - Administration	1000002422 Procurement	Contract Services Asst	6	3
2030 - Administration	1000002422 Procurement	Contract Services Asst Proc	6	1
2030 - Administration	1000002422 Procurement	Contracts Admin I - Materials	10	1
2030 - Administration	1000002422 Procurement	Deputy Chief Procurement Officer	19	1
2030 - Administration	1000002422 Procurement	Dir Contracts	15	1
2030 - Administration	1000002422 Procurement	Dir Procurement	15	1
2030 - Administration	1000002422 Procurement	Exec Asst (Chief)	9	1
2030 - Administration	1000002422 Procurement	Mgr Procurement	14	1
2030 - Administration	1000002422 Procurement	Mgr Procurement (Materials)	14	1
2030 - Administration	1000002422 Procurement	Mgr Property Services	13	1
2030 - Administration	1000002422 Procurement	Procurement & Matl Appl Analyst	12	1
2030 - Administration	1000002422 Procurement	Program Specialist	10	1
2030 - Administration	1000002422 Procurement	Sr Contracts Admin	12	1
2030 - Administration	1000002422 Procurement	Sr Contracts Admin A & E	12	1
2030 - Administration	1000002422 Procurement	Sr Contracts Admin Mat	12	1
2030 - Administration	1000002422 Procurement	Sr Contracts Admin S&T-1	12	1
2030 - Administration	1000002422 Procurement	Sr Contracts Specialist	13	4
2030 - Administration	1000002423 Mtrls & Distribution	Dir Materials Management	15	1
2030 - Administration	1000002423 Mtrls & Distribution	Materials Analyst	9	1
2030 - Administration	1000002423 Mtrls & Distribution	Materials Control Specialist	9	1
2030 - Administration	1000002423 Mtrls & Distribution	Mgr Planning and Distribution	13	1
2030 - Administration	1000002423 Mtrls & Distribution	Mgr Stores	13	1
2030 - Administration	1000002423 Mtrls & Distribution	MRP Controller	10	1
2030 - Administration	1000002423 Mtrls & Distribution	Storeroom Attendant	Union	61
2030 - Administration	1000002423 Mtrls & Distribution	Storeroom Fmn K Electronics	9	1
2030 - Administration	1000002423 Mtrls & Distribution	Storeroom Foreman	9	6
2030 - Administration	1000002423 Mtrls & Distribution	Storeroom Foreman CW	9	1
2030 - Administration	1000002423 Mtrls & Distribution	Storeroom Foreman Hiram Clarke	9	1



**Metropolitan Transit Authority
FY2018 Budgeted Positions**

Department	Fund Center	Position	Grade	Headcount
2030 - Administration	1000002423 Mtris & Distribution	Storeroom Foreman NRV	9	1
2030 - Administration	1000002441 HCM & Personnel Svcs.	HRIS Assistant	7	2
2030 - Administration	1000002441 HCM & Personnel Svcs.	HRIS Filing Assistant	5	1
2030 - Administration	1000002441 HCM & Personnel Svcs.	Sr Mgr HRIS & Personnel Services	15	1
2030 - Administration	1000002441 HCM & Personnel Svcs.	Supv HR Empl Data & Records Services	10	1
2030 - Administration	1000002442 Staffing	Associate Staffing Representative	8	1
2030 - Administration	1000002442 Staffing	Dir Staffing	16	1
2030 - Administration	1000002442 Staffing	Sr Staffing Representative	11	1
2030 - Administration	1000002442 Staffing	Staffing Coordinator	7	3
2030 - Administration	1000002442 Staffing	Staffing Representative I	9	2
2030 - Administration	1000002442 Staffing	Staffing Representative II	10	2
2030 - Administration	1000002443 Benefits & Pension	Benefits Administrator	12	1
2030 - Administration	1000002443 Benefits & Pension	Benefits Representative	9	2
2030 - Administration	1000002443 Benefits & Pension	Director, Benefits, Pension & Wellness	16	1
2030 - Administration	1000002443 Benefits & Pension	Retirement Plan Analyst	11	2
2030 - Administration	1000002444 Compensation	Compensation Administrator	13	1
2030 - Administration	1000002444 Compensation	Compensation Generalist	9	1
2030 - Administration	1000002444 Compensation	Sr Compensation Generalist	11	1
2030 - Administration	1000002444 Compensation	Sr Mgr Compensation	15	1
2030 - Administration	1000002445 OD	Dir Training & Organization Development	16	1
2030 - Administration	1000002445 OD	Sr Org Development Specialist	13	1
2030 - Administration	1000002445 OD	Sr Organization Development Spec	13	2
2030 - Administration	1000002446 Wellness Programs	Leave Coordinator	10	1
2030 - Administration	1000002446 Wellness Programs	Wellness Coordinator	9	1
2030 - Administration	1000002449 EEO / ER	Dir EEO and Employee Relations	16	1
2030 - Administration	1000002449 EEO / ER	EEO Title VI Compliance Officer	12	1
2030 - Administration	1000002449 EEO / ER	Employee Relations Specialist	11	1
2030 - Administration	1000002449 EEO / ER	Sr Employee Relations Specialist	12	1
2030 - Administration	1000002451 Information Technology	Appl Systems Analyst II	11	2
2030 - Administration	1000002451 Information Technology	Appl Systems Analyst III	12	4
2030 - Administration	1000002451 Information Technology	Appl systems Analyst IV	13	6
2030 - Administration	1000002451 Information Technology	Chief Information Officer	20	1
2030 - Administration	1000002451 Information Technology	Chief Information Security Officer/Dir	17	1
2030 - Administration	1000002451 Information Technology	Chief Technology Officer	18	1
2030 - Administration	1000002451 Information Technology	Database Administrator II	13	3
2030 - Administration	1000002451 Information Technology	Desktop Technician	10	3
2030 - Administration	1000002451 Information Technology	Dir IT Application Support Revenue	17	1
2030 - Administration	1000002451 Information Technology	Dir IT Applications Support	17	1
2030 - Administration	1000002451 Information Technology	Dir IT Infrastructure Support	16	1
2030 - Administration	1000002451 Information Technology	Dir IT Project Management	17	1
2030 - Administration	1000002451 Information Technology	Exec Asst (Chief)	9	1
2030 - Administration	1000002451 Information Technology	Information Security Specialist	11	1
2030 - Administration	1000002451 Information Technology	Information Security Specialist IV	13	1
2030 - Administration	1000002451 Information Technology	Intelligent Transp System Spec III	12	2
2030 - Administration	1000002451 Information Technology	Intelligent Transp System Spec IV	13	1
2030 - Administration	1000002451 Information Technology	IT Asset Mgmt Analyst	10	1
2030 - Administration	1000002451 Information Technology	IT Audit & Compliance Analyst	11	1
2030 - Administration	1000002451 Information Technology	IT Budget Analyst	10	1
2030 - Administration	1000002451 Information Technology	IT Manager	14	3
2030 - Administration	1000002451 Information Technology	IT Project Manager	14	1
2030 - Administration	1000002451 Information Technology	ITS Manager	IT14	1
2030 - Administration	1000002451 Information Technology	Mgr IT Database Administration	15	1
2030 - Administration	1000002451 Information Technology	Mgr Network & Unified Comm Technologies	14	1
2030 - Administration	1000002451 Information Technology	Mgr Server & Storage Technologies	14	1
2030 - Administration	1000002451 Information Technology	Network Support Spec I	10	1
2030 - Administration	1000002451 Information Technology	Network Support Spec II	11	1
2030 - Administration	1000002451 Information Technology	Network Support Spec III	12	2
2030 - Administration	1000002451 Information Technology	Network Support Spec IV	13	2
2030 - Administration	1000002451 Information Technology	SAP Developer	IT12	1
2030 - Administration	1000002451 Information Technology	SAP Developer - BOBJ/BW	IT14	1
2030 - Administration	1000002451 Information Technology	SAP Developer- Interface Specialist	IT13	1
2030 - Administration	1000002451 Information Technology	SAP FICO Business Systems Analyst	14	1
2030 - Administration	1000002451 Information Technology	SAP Security Administrator	14	1
2030 - Administration	1000002451 Information Technology	SAP/ERP Project Manager	16	1
2030 - Administration	1000002451 Information Technology	Server Support Specialist I	IT10	1
2030 - Administration	1000002451 Information Technology	Server Support Spec II	11	1
2030 - Administration	1000002451 Information Technology	Server Suppt Spec IV Technical	13	5
2030 - Administration	1000002451 Information Technology	Sr IT Project Manager	16	1
2030 - Administration	1000002451 Information Technology	Support Center Specialist II	9	4
2030 - Administration	1000002451 Information Technology	Supv IT Support Services	11	1
2030 - Administration	1000002451 Information Technology	Tech Business Analyst III	12	1
2030 - Administration	1000002451 Information Technology	Tech Business Analyst IV	13	2



**Metropolitan Transit Authority
FY2018 Budgeted Positions**

Department	Fund Center	Position	Grade	Headcount
2030 - Administration	1000002451 Information Technology	Tech Business Analyst V	14	1
2030 - Administration	1000002451 Information Technology	Webmaster Developer	15	1
2030 - Administration	1000002461 Labor Relations	Dir Labor Relations	16	1
2030 - Administration	1000002461 Labor Relations	Exec Asst (Dir)	7	1
2030 - Administration	1000002461 Labor Relations	Labor Relations Hearing Officer	10	1
2030 - Administration	1000002461 Labor Relations	Sr Labor Relations Representative	11	1
2030 - Administration	1000002571 State of Good Repair	Asset Analyst	12	1
2030 - Administration	1000002571 State of Good Repair	Dir State of Good Repair	17	1
2040 - Govt & Public Affairs	1000002352 Government Affairs	Government & Public Affairs Coordinator	9	1
2040 - Govt & Public Affairs	1000002352 Government Affairs	Government Affairs Representative	11	1
2040 - Govt & Public Affairs	1000002352 Government Affairs	VP Government Affairs	18	1
2040 - Govt & Public Affairs	1000002431 Admin Services	Mail Services Supervisor	8	1
2040 - Govt & Public Affairs	1000002431 Admin Services	Mailroom Assistant	4	1
2040 - Govt & Public Affairs	1000002432 Print Shop	Digital Publishing Operator	5	1
2040 - Govt & Public Affairs	1000002432 Print Shop	Lead Offset Press Operator	8	1
2040 - Govt & Public Affairs	1000002432 Print Shop	Marketing Dist Coordinator	6	1
2040 - Govt & Public Affairs	1000002432 Print Shop	Mgr Printing Services	12	1
2040 - Govt & Public Affairs	1000002432 Print Shop	Offset Press Technician	7	1
2040 - Govt & Public Affairs	1000002432 Print Shop	Print Shop Assistant	4	1
2040 - Govt & Public Affairs	1000002432 Print Shop	Printing Services Coordinator	8	1
2040 - Govt & Public Affairs	1000002521 Public Engagement	Dir Public Affairs	15	1
2040 - Govt & Public Affairs	1000002521 Public Engagement	Public Affairs Representative	10	2
2040 - Govt & Public Affairs	1000002521 Public Engagement	Sr Public Affairs Representative	11	6
2040 - Govt & Public Affairs	1000002521 Public Engagement	Vice President Public Engagement	19	1
2040 - Govt & Public Affairs	1000002531 Marketing	Advertising Account Exec III	10	1
2040 - Govt & Public Affairs	1000002531 Marketing	Advertising Account Exec/Multimedia Spec	10	1
2040 - Govt & Public Affairs	1000002531 Marketing	Associate Advertising Account Executive	8	1
2040 - Govt & Public Affairs	1000002531 Marketing	Associate Multimedia Account Exec	8	1
2040 - Govt & Public Affairs	1000002531 Marketing	Graphic Designer I	9	2
2040 - Govt & Public Affairs	1000002531 Marketing	Graphics Designer II	11	2
2040 - Govt & Public Affairs	1000002531 Marketing	Marketing & Corp Budget Analyst	10	1
2040 - Govt & Public Affairs	1000002531 Marketing	Mgr Creative Services	13	1
2040 - Govt & Public Affairs	1000002531 Marketing	Mgr Strategic Analysis	13	1
2040 - Govt & Public Affairs	1000002531 Marketing	Sr Copywriter/Producer	11	1
2040 - Govt & Public Affairs	1000002531 Marketing	VP Mkg & Corp Communications	18	1
2040 - Govt & Public Affairs	1000002543 Ridership & Client Services	Dir Client Services	16	1
2040 - Govt & Public Affairs	1000002543 Ridership & Client Services	Staff Analyst	10	1
2040 - Govt & Public Affairs	1000002543 Ridership & Client Services	Sales Account Executive	9	1
2040 - Govt & Public Affairs	1000002543 Ridership & Client Services	Sales Representative III	10	1
2040 - Govt & Public Affairs	1000002543 Ridership & Client Services	VP Ridership Services	21	1
2040 - Govt & Public Affairs	1000002581 Media & Corp. Comm.	Mgr Corporate Communications	14	1
2040 - Govt & Public Affairs	1000002581 Media & Corp. Comm.	Multimedia Specialist/Videographer	11	1
2040 - Govt & Public Affairs	1000002581 Media & Corp. Comm.	Web Designer	13	1
2050 - Audit	1000002331 Audit	Auditor II	11	3
2050 - Audit	1000002331 Audit	Auditor II Internal Functions	11	1
2050 - Audit	1000002331 Audit	Auditor III	12	1
2050 - Audit	1000002331 Audit	Auditor III Internal Functions	12	1
2050 - Audit	1000002331 Audit	Auditor IV	14	2
2050 - Audit	1000002331 Audit	Deputy Chief Auditor	15	1
2050 - Audit	1000002331 Audit	Exec Asst (EVP)	10	1
2050 - Audit	1000002331 Audit	VP & Chief Auditor	21	1
2060 - Legal	1000002013 Records Management	Records Management Coord	7	2
2060 - Legal	1000002351 Legal	Deputy General Counsel	20	1
2060 - Legal	1000002351 Legal	EVP, Special Projects	21	1
2060 - Legal	1000002351 Legal	Exec Asst (Gen Counsel)	10	1
2060 - Legal	1000002351 Legal	Legal Secretary	9	2
2060 - Legal	1000002351 Legal	Paralegal	10	4
2060 - Legal	1000002351 Legal	Paralegal - TPIA	10	1
2060 - Legal	1000002351 Legal	Sr Legal Counsel	18	2
2060 - Legal	1000002351 Legal	Sr Paralegal Public Information Officer	13	1
2060 - Legal	1000002351 Legal	Staff Attorney	14	3
2080 - Executive	1000002311 President & CEO	Board Support Coordinator	10	1
2080 - Executive	1000002311 President & CEO	Deputy Chief Executive Officer	23	1
2080 - Executive	1000002311 President & CEO	Dir Board Relations	15	1
2080 - Executive	1000002311 President & CEO	Exec Asst to Deputy CEO	11	1
2080 - Executive	1000002311 President & CEO	Exec Asst to the Pres & CEO	12	1
2080 - Executive	1000002311 President & CEO	President & Chief Exec Officer	25	1
2080 - Executive	1000002311 President & CEO	Project Manager - Communications/Issues	12	1
2080 - Executive	1000002311 President & CEO	Project Mgr Executive Office	11	1
2080 - Executive	1000002311 President & CEO	Urban Designer	15	1
2080 - Executive	1000002313 Authority Compliance	Dir Best Practices	15	1
2080 - Executive	1000002313 Authority Compliance	EVP Special Projects	21	1



**Metropolitan Transit Authority
FY2018 Budgeted Positions**

Department	Fund Center	Position	Grade	Headcount
2080 - Executive	1000002313 Authority Compliance	Executive Assistant	10	1
2080 - Executive	1000002313 Authority Compliance	Process Transformation Analyst IV	14	1
2080 - Executive	1000002371 Press Office	Manager Media	14	1
2080 - Executive	1000002371 Press Office	Media Specialist	11	3
2080 - Executive	1000002371 Press Office	Social Media Specialist	10	3
2080 - Executive	1000002371 Press Office	VP & Sr Press Officer	21	1
2110 - Finance	1000002211 Senior VP/CFO	Chief Financial Officer	22	1
2110 - Finance	1000002211 Senior VP/CFO	Exec Asst (CFO)	10	1
2110 - Finance	1000002211 Senior VP/CFO	Financial Analyst SAP FICO	14	1
2110 - Finance	1000002211 Senior VP/CFO	Sr Management Analyst	13	1
2110 - Finance	1000002221 Office of the Controller	Accountant Accounts Payable	9	1
2110 - Finance	1000002221 Office of the Controller	Accountant Accts Payable	9	1
2110 - Finance	1000002221 Office of the Controller	Accountant Gen Accting/Fin Reptg	9	1
2110 - Finance	1000002221 Office of the Controller	Accountant II - Payroll	9	1
2110 - Finance	1000002221 Office of the Controller	Accounts Payable Clerk	7	5
2110 - Finance	1000002221 Office of the Controller	Lead Financial Acctg & Reporting	14	1
2110 - Finance	1000002221 Office of the Controller	Lead Financial Analyst Pension & Invest	14	1
2110 - Finance	1000002221 Office of the Controller	Mgr Accounts Payable	13	1
2110 - Finance	1000002221 Office of the Controller	Mgr Payroll	14	1
2110 - Finance	1000002221 Office of the Controller	Mgr Treasury Services	15	1
2110 - Finance	1000002221 Office of the Controller	Sr Accountant Accts Payable	11	2
2110 - Finance	1000002221 Office of the Controller	Sr Accountant Gen Acctg	11	2
2110 - Finance	1000002221 Office of the Controller	Sr Accountant Payroll	11	2
2110 - Finance	1000002221 Office of the Controller	Sr Dir Accounting Controller	17	1
2110 - Finance	1000002221 Office of the Controller	Sr Financial Accountant	12	3
2110 - Finance	1000002221 Office of the Controller	Sr Financial Accountant-Fin Acctg & Rptg	12	2
2110 - Finance	1000002221 Office of the Controller	Sr Mgr Financial Accounting & Reporting	15	1
2110 - Finance	1000002221 Office of the Controller	Sr Payroll Clerk	7	1
2110 - Finance	1000002221 Office of the Controller	SR, Payroll Clerk	7	1
2110 - Finance	1000002221 Office of the Controller	Team Lead Cap Assets & Acrnets Receivable	12	1
2110 - Finance	1000002221 Office of the Controller	Treasury Coordinator	7	2
2110 - Finance	1000002232 Ticket & Fare Collection	Fare Media Agent Field	6	5
2110 - Finance	1000002232 Ticket & Fare Collection	Fare Media Associate	5	2
2110 - Finance	1000002232 Ticket & Fare Collection	Lead Fare Media Agent (Field)	7	1
2110 - Finance	1000002232 Ticket & Fare Collection	Lead Vault Attendant-SS	7	1
2110 - Finance	1000002232 Ticket & Fare Collection	Mgr Revenue Services	15	1
2110 - Finance	1000002232 Ticket & Fare Collection	Revenue Collection System Administrator	13	1
2110 - Finance	1000002232 Ticket & Fare Collection	Sr Fare Media Agent	7	3
2110 - Finance	1000002232 Ticket & Fare Collection	Sr Fare Media Associate	6	1
2110 - Finance	1000002232 Ticket & Fare Collection	Supv Vaulting Services	11	1
2110 - Finance	1000002232 Ticket & Fare Collection	Vault Assistant	4	4
2110 - Finance	1000002232 Ticket & Fare Collection	Vault Attendant	6	4
2110 - Finance	1000002232 Ticket & Fare Collection	Vaulting Services Support Coord - SS	7	1
2110 - Finance	1000002353 Grants	Control Support Specialist	7	1
2110 - Finance	1000002353 Grants	Dir Grant Programs	16	1
2110 - Finance	1000002353 Grants	Grant Programs Administrator	11	1
2110 - Finance	1000002353 Grants	Grant Programs Specialist	13	1
2110 - Finance	1000002353 Grants	Mgr Cost Control	13	1
2110 - Finance	1000002353 Grants	Sr Grant Programs Specialist	14	1
2110 - Finance	1000002361 Office of Management and Budget	Dir Office of Management & Budget	17	1
2110 - Finance	1000002361 Office of Management and Budget	Lead Management Analyst	14	3
2110 - Finance	1000002361 Office of Management and Budget	Lead Management Analyst-Rev/Fare Policy	14	1
2110 - Finance	1000002361 Office of Management and Budget	Management Analyst	12	3
2110 - Finance	1000002361 Office of Management and Budget	Mgr Capital Budgets Analysis & Reporting	15	1
2110 - Finance	1000002361 Office of Management and Budget	Mgr Debt Service & Investments	14	1
2110 - Finance	1000002361 Office of Management and Budget	Mgr Operating Budget	15	1
2110 - Finance	1000002361 Office of Management and Budget	Sr Management Analyst	13	2
2140 - Office of Innovation	1000002511 Office of Innovation	EVP & Chief Innovation Officer	22	1
2140 - Office of Innovation	1000002511 Office of Innovation	Exec Asst (EVP)	10	1
2140 - Office of Innovation	1000002511 Office of Innovation	Innovation Director	15	1

Historical and Projected Sales Tax Rates and Revenues

Sales Tax Revenues (Year of Expenditure \$1,000s)

Fiscal Year	Historical/ Estimated Data	% Change
2015	715,160	4.4%
2016	686,102	-4.1%
2017	692,823	1.0%
2018	729,192	5.2%
2019	772,289	5.9%
2020	815,344	5.6%
2021	859,970	5.5%
2022	908,045	5.6%

Estimates are based on Dr. Bill Gilmer's June 2017 forecast, adjusted downward in the near term by Board decision.

Glossary of Terms

Activity Center – An area with a high concentration of activities that generate a large number of trips such as shopping centers, business or industrial parks, recreational facilities, etc. The major activity centers in the METRO Service Area include Downtown, Galleria/Uptown, Texas Medical Center, Greenway Plaza, Greenspoint, the Westchase District, and the Energy Corridor.

Alternative Service Delivery – Providing transit service other than via a fixed-route, fixed-schedule 40-foot or larger bus. Examples include using smaller vehicles for lower-ridership routes and/or providing demand-response service.

Articulated Bus – A 60-foot three-axle bus with an "accordion" section in the middle that allows the bus to bend and flex (articulate). Articulated buses typically have 60 seats.

Block – A series of trips made by one bus (it may be either in the morning or evening time periods).

Commuter Service – Bus service that travels directly to a central activity center with single or limited passenger pickup locations. Commuter service is offered by METRO's Park & Ride routes.

Demand-Response Service – Non-fixed-route service utilizing vans or buses with passengers boarding and alighting at pre-arranged times at any location within the system's service area. METROLift offers demand-response service to qualified riders who cannot use fixed-route service.

Deadhead – The miles or hours when a bus or train is moving without passengers aboard, often to or from an operating facility.

45-Foot Bus – A bus used in Park & Ride service, typically with 55 seats.

Frequency – How many buses pass by a point in a given time period.

Headways – The time between buses in the schedule: 5 minutes would be a very short headway; 60 minutes would be a long headway.

Hooked Routes – Two routes that generally serve different areas of the city, but are connected in the CBD to operate as one route to save equipment, reduce duplicative service and thereby reduce congestion in the CBD.

HOT Lane – A barrier-separated road that provides faster trips than freeway main lanes and that has limited access points, which single-occupant vehicles can access for a toll, while buses and vehicles with more than one occupant use at no charge.

HOV Lane – A barrier-separated road for buses and for cars with more than one occupant that provides faster trips than freeway main lanes and that has limited access points (not always barrier-separated in other cities).

Layover – Time built into a schedule to allow a break for the operator and to allow "catch-up" if traffic conditions cause service delays.

Local Route – Bus service that picks up and discharges passengers all along the route.

METRO Q® Fare Card – Rechargeable electronic fare card that provides free transfers (for three hours in the same direction) and five free trips for every 50 paid trips.

METRORail – Accessible light rail service line that is 7.5 miles in length with 16 accessible stations connecting the Central Business District, the Museum District, Texas Medical Center and Reliant Park.

Park & Ride Route – Commuter service that operates from a single or minimal number of pickup points and travels directly to the activity center with no interim stops.

Park & Ride Lot – A facility comprising of a parking area and a passenger boarding area with a covered shelter and other amenities where commuters can park their cars and catch the bus to work.

Passenger Boardings – The number of times all passengers get on any bus or train in the system.

Passenger Trips – The number of "journeys" made by all passengers in a given time period. A passenger transferring to a second bus to complete his trip would count as two boardings but only one trip. Also known as "linked trips".

Peak Vehicles – The number of vehicles operated during peak service, approximately 6:00 – 9:00 AM and 3:00 – 6:00 PM.

Quickline Bus Service – A local bus service that serves select stops that have high connectivity and ridership on existing local service routes. Service is characterized by reduced headways, higher speeds, and distinctive buses and stops, when compared to regular local service. Also known as Signature Bus Service.

Revenue Hours – The total number of hours that a vehicle is operated in revenue service.

Revenue Hours – The total number of miles that a vehicle is operated in revenue service.

Revenue Service – The miles or hours operated by a bus when it is scheduled to be picking up or discharging passengers.

Run Cut – The process of setting up the operator work assignments for all the service that will be provided at the next service change.

Run – A bus operator's daily assignment. It may be eight hours straight or it may comprise two or more pieces of work on different routes.

Running Time – The time allowed on the schedule between two points.

Signature Bus Service – A local bus service that serves select stops that have high connectivity and ridership on existing local service routes. Service is characterized by reduced headways, higher speeds, and distinctive buses and stops, when compared to regular local service. Also known as Quickline bus service.

Time Point – A location on a route associated with the time that a bus is scheduled to depart as it operates on the route. A selection of these points (not all) is listed on the published public timetables.

TransCore – METRO’s contractor for HOT Lanes, handing design, furnishing, installation, operations and maintenance of the tolled lanes.

Transit Center – A facility usually comprised of a passenger boarding area with little or no long-term parking, where passengers can transfer from one bus to another in a sheltered environment without having to go to downtown.

TranStar – The Greater Houston Transportation and Emergency Management Center.

Travel Demand Model – Model used to forecast future demand for public transit incorporating demographic and other variables

Trippler – A work assignment that includes only one revenue trip before it returns to the garage. METRO provides service at a level to meet demand. Since demand on most routes is highest in the a.m. and p.m. peak periods, it is necessary to operate additional equipment in these periods to handle the increased ridership. Most buses go out of service during the midday period when ridership falls to much lower numbers.



List of METRO Acronyms and Abbreviations

ADA	Americans with Disabilities Act	IVOMS	Integrated Vehicle Operations Mgt System
ARBOC	Manufacturer of ARBOC Vans	IVR	Interactive Voice Response
ARGO	Automated Reversible Gate Operation		
BBF	Buffalo Bayou Facility	KOs	Contractual Obligations
BOF	Bus Operating Facility	LOC	Line of Credit
BPAS	Bluetooth® Proximity Alert System	LRT	Light Rail Transit
BRT	Bus Rapid Transit	LRV	Light Rail Vehicle
CAF	Construcciones y Auxiliar de Ferrocarriles - LRV Mfgr	MACS	METROLift Automated Calling System
CAFR	Comprehensive Annual Financial Report	METRO	Metropolitan Transit Authority of Harris County, Texas
CBR	Capital Budget Review committee	MDBF	Mean Distance between (Mechanical) Failures
CFO	Chief Financial Officer	MFRI	Major Facility Rehabilitation Initiative
CIP	Capital Improvement Program	MPD	METRO Police Department
CNG	Compressed Natural Gas	MRC	METROrail Completion
COPs	Certifications of Participation	MRE	METROrail Expansion
CP	Commercial Paper		
CPOS	Cashless Point of Sale device	NBN	New Bus Network
DPS	Department Of Public Safety	NTD	National Transit Database
EAM	Enterprise Asset Management (system)	NWTC	Northwest Transit Center
EIS	Environmental Impact Statement	OCS	Overhead Contact or Catenary System
EMV	Europay Mastercard Visa	OEM	Original Equipment Manufacturer
ERP	Enterprise Resource Planning	OTP	On-Time Performance
FFGA	Full Funding Grant Agreement	OTS	Operator Timekeeping System
FTA	Federal Transit Administration	P&R	Park & Ride
GASB	Government Accounting Standards Board	RCTSS	Regional Computer Traffic Signal System
GMP	General Mobility Program	ROC	Rail Operations Center
H1	First LRV order from Siemens; 100 series	S&I	Service & Inspection Facility
HCFC	Harris County Flood Control District	SAP AG	Systems, Applications and Products (ERP)
HCTRA	Harris County Toll Road Authority	SAP-EAM	SAP Enterprise Asset Management System
H-GAC	Houston-Galveston Area Council	SOGR	State of Good Repair
HOT	High-Occupancy Toll (Lanes)	Trapeze	Manufacturer of Transportation Software
HOV	High-Occupancy Vehicle (Facility)	TC	Transit Center
HSR	High Speed Rail	TVM	Ticket Vending Machine
HVAC	Heating, Ventilation & Air Conditioning	TxDOT	Texas Department of Transportation
IT	Information Technology	UPS	Uninterrupted Power Supply