

Customer Services, Operations, and Safety Committee

Board Information Item III-E

March 13, 2008

Briefing on Urgent Unfunded Capital Needs

Washington Metropolitan Area Transportation Authority Board Action/Information Summary

Action	MEAD Number:	Resolution:

PURPOSE

To provide the Committee a briefing on the urgent unfunded capital needs currently affecting the safe and effective operation and maintenance of the Metro System – MetroRail, MetroBus and MetroAccess.

DESCRIPTION

As a result of outside and internal review of operations and maintenance issues currently affecting the Metro System, a list of urgent unfunded capital needs was prepared to initiate awareness and seek funding solutions. The issues are in eight specific areas: water related, National Transportation Safety Board (NTSB)/ rail cars, bus cameras, MetroAccess, truncated domes, bus facilities, passenger facilities and information technology.

FUNDING IMPACT

Total of \$489M identified with \$244M needed in 24 months. \$51M of the \$489M is identified in the Metro Matters FY11-24

RECOMMENDATION

None

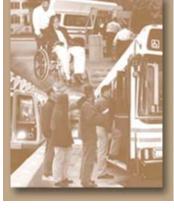
Briefing on Urgent Unfunded Capital Needs

Presented to the Board of Directors:

Customer Service, Operations and Safety Committee

March 13, 2008







Purpose

To provide the Customer Service, Operations and Safety Committee a briefing on the Urgent Unfunded Capital Needs currently affecting the safe and effective operation and maintenance of the Metro System - Metrorail, Metrobus and MetroAccess.



Background

As a result of outside and internal review of operations and maintenance issues currently affecting the Metro System, a list of Urgent Unfunded Capital Needs was prepared to initiate awareness and seek funding solutions.

Issues:

- I. Water Related
- II. NTSB / Rail Cars
- III. Bus Cameras
- IV. MetroAccess
- V. Truncated Domes
- VI. Bus Facilities
- VII. Passenger Facilities
- VIII. Information Technology



Issue I. - Water Related



Deterioration of Shady Grove Station platform slab structural concrete



Issue I. - Water Related



• Deteriorated insulator replacement





Continuous wet conditions



• Moisture and stray current damaged track fasteners



Issue I. - Water Related





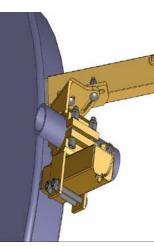
- New MCM traction power cable alongside moisture damaged cable, Traction power cable installation at West Falls Church Station
- \$88M 24 Month Interim Capital Projects
- <u>\$55M</u> Next Capital Program Beyond 24 Months
- \$143M Total



Issue II. - NTSB / Rail Cars



- W120T air supply
- \$45M 24 Month Interim Capital Projects
- <u>\$9M</u> Next Capital Program Beyond 24 Months
- \$54M Total



• Kelsan wheel lubricator



• Rohr fleet structural repair



Issue III. - Bus Camera

• Bus with side cameras shown



- \$6M 24 Month Interim Capital Projects
- <u>\$7M</u> Next Capital Program Beyond 24 Months
- \$13M Total



Issue IV. - Metro Access

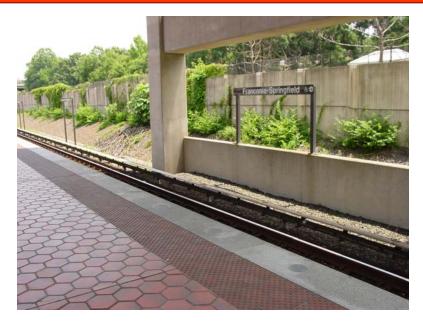
• Metro Access van with wheel chair lift



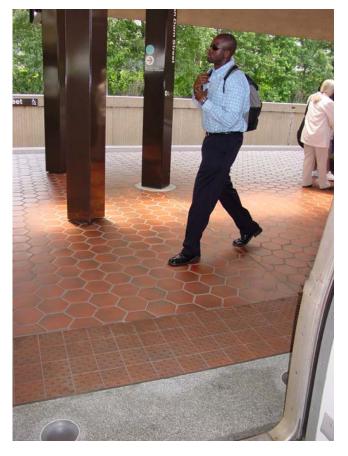
- \$7M 24 Month Interim Capital Projects
- <u>\$9M</u> Next Capital Program Beyond 24 Months
- \$16M Total



Issue V. - Truncated Domes



- Truncated Dome Tiles installed at Van Dorn and Franconia - Springfield Stations
 - \$4M 24 Month Interim Capital Projects
 - <u>\$6M</u> Next Capital Program Beyond 24 Months

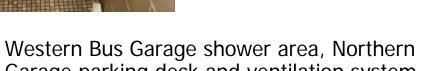


- \$10M Total



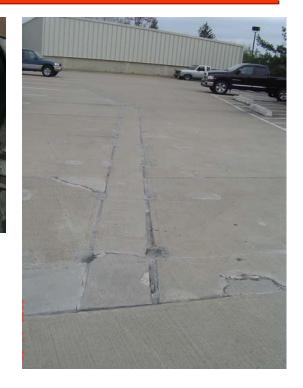
Issue VI. - Bus Facilities





- Garage parking deck and ventilation system
- \$19M 24 Month Interim Capital Projects
- <u>\$109M</u> Next Capital Program Beyond 24 Months
- \$128M Total

•



Issue VII. - Passenger Facilities



• Deteriorated Station platform paver tile

Weathered Kiss and Ride parking lot pavement







- \$40M 24 Month Interim Capital Projects
- <u>\$50M</u> Next Capital Program Beyond 24 Months
- \$90M Total

• Old chiller plant and replacement





Issue VIII. – Information Technology

- \$35M 24 Month Interim Capital Projects
- <u>\$0M</u> Next Capital Program Beyond 24 Months
- \$35M Total





Urgent Unfunded Capital Needs Summary

I. - Water Related \$143.0 \$35.0 \$53.0 \$55.0 II. - NTSB / Rail Cars \$54.0 \$15.0 \$30.0 \$9.0 III. - Bus Camera \$13.0 \$3.0 \$3.0 \$7.0 VI. - Metro Access \$16.0 \$4.0 \$3.0 \$9.0 V. - Truncated Domes \$10.0 \$2.0 \$2.0 \$6.0 VI. - Bus Facilities \$128.0 \$8.0 \$11.0 \$109.0 VII. - Passenger Facilities \$90.0 \$14.0 \$26.0 \$50.0 VIII Information Technology \$35.0 \$29.0 \$6.0 \$0.0 Total \$489.0* \$110M \$134.0 \$245.0				
* \$489.0 includes \$51.0 in deferred projects	\$143.0 \$54.0 \$13.0 \$16.0 \$10.0 \$128.0 \$90.0	\$35.0 \$15.0 \$3.0 \$4.0 \$2.0 \$8.0 \$14.0	\$53.0 \$30.0 \$3.0 \$3.0 \$2.0 \$11.0 \$26.0	\$9.0 \$7.0 \$9.0 \$6.0 \$109.0 \$50.0
\$244M in 24 months		·		
		\$143.0 \$54.0 \$13.0 \$16.0 \$10.0 \$128.0 \$90.0 \$35.0 \$489.0*	\$143.0 \$35.0 \$54.0 \$15.0 \$13.0 \$3.0 \$16.0 \$4.0 \$10.0 \$2.0 \$128.0 \$8.0 \$90.0 \$14.0 \$35.0 \$29.0 \$489.0* \$110M	\$143.0 \$35.0 \$53.0 \$54.0 \$15.0 \$30.0 \$13.0 \$3.0 \$3.0 \$16.0 \$4.0 \$3.0 \$10.0 \$2.0 \$2.0 \$128.0 \$8.0 \$11.0 \$90.0 \$14.0 \$26.0 \$35.0 \$29.0 \$6.0



APPENDIX

Subject	Description	In-depth Explanation of What & Why	Total Cost	1 year	2 years	3 years	4 years	5 year	6 years
Subject	Description	Detector will have a series of LCD displays on the	TOTALCOST	i yeai	2 years	5 years	4 years	5 year	o years
		handle that will show relative voltage i.e. between							
		75 to 100. Received prototype; will order 24 to							
		test and ensure that they will meet our needs							
Voltage Detector/ Hot Stick	New hot stick to indicate level and types of voltages		¢E00.000	¢500.000					
Voltage Detector/ Hot Stick	New not stick to indicate level and types of voltages	WMATA has multiple types of transformers - these	\$500,000	\$500,000					
	Four Coore universal transformers in ease								
T	Four - Spare universal transformers in case	spare universal transformers can be installed in	A4 500 000	¢1 500 000					
Transformer	catastrophic failure of existing transformers	any of WMATA's traction power substations.	\$1,500,000	\$1,500,000					
		Complete system testing to identify areas of							
	Analysis and a surface for stars summer and	potential stray current to allow corrective work by							
	Analyze entire system for stray current and	replacing fasteners and bolts and to minimize		******	+	+=	+=		
Stray Current Mitigation	implement repairs.	potential fires.	\$14,000,000	\$2,000,000	\$2,000,000	\$5,000,000	\$5,000,000		
		Existing fasteners were installed during initial							
		construction of the system and are old technology.							
		Current generation of fasteners provides more							
	Replacement of 120,000 track fasteners to prevent	ş. o							
Frack Fasteners	fires.	pathways for stray currents.	\$20,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	
		Deterioration of structural concrete platform slabs							
		beneath station paver and granite edging has							
		resulted from water and deicing infiltration. To							
	Phase I Replacement of station platform structural	ensure continued structural integrity platforms							
Station Platform	slabs at three above-ground stations (\$6M each)	must be replaced – urgently at three locations.	\$18,000,000	\$4,500,000	\$7,500,000	\$5,000,000	\$1,500,000		
		Emergency door release on the entire fleet of							
		railcars. Currently we only have a door release							
		from inside the railcar; this would add an							
		emergency release on the outside of the railcar so							
	Commitment to NTSB – manual emergency door	that emergency personnel, etc. could open the							
Railcar Safety Enhancement	exterior release	door.	\$5,000,000	\$1,750,000	\$1,750,000	\$1,500,000			
	Commitments FTA/TOC to prevent derailments –	Car-borne flange lubrication on 50% of the total	+0,000,000	\$11,001000	\$1,700,000	\$1,000,000			
	Wheel/rail interface, condition assessment, wheel	fleet to help with noise, wear, & further reduce							
Railcar Safety Enhancement	profile and lubrication	potential derailments.	\$2,600,000	\$1,300,000	\$1,300,000				
	Modifications – doors opening on wrong side of	Modify doors to prevent doors automatically	\$2,000,000	\$1,300,000	\$1,300,000				
Railcar Safety Enhancement	train, 1-2-3-5-6K series railcar, 4K not needed.	opening on the wrong side.	\$7,500,000	\$3,000,000	\$3,000,000	\$1,500,000			
	Modifications – Roll-back prevention on 1-4-5K	To ensure all railcars regardless of fleet type have	\$7,500,000	\$3,000,000	\$3,000,000	\$1,300,000			
Raicar Safety Enhancement	fleets	this protection in place.	\$3,000,000	\$1,000,000	\$2,000,000				
Raidar Barety Enhancement		1K fleet shells to meet extended life-cycle will	\$3,000,000	φ1,000,000	φ2,000,000				
Railcar Safety Enhancement	1K Structural Reinforcement	require additional welding and reinforcements	\$3,000,000	\$1,000,000	\$2,000,000				
talical safety Enhancement	in of detailer Kennoreentent	Replace existing compressors on the 2-3K series	\$3,000,000	φ1,000,000	φ2,000,000				
	Reliability improvement – equipment	railcars with oil-less compressors to reduce high							
	modification/replacement of current equipment with								
Railcar Reliability	oil-less compressors.	of service.	\$6,500,000	\$2,750,000	\$3,750,000				
Ralical Reliability		The running rails provide a path for return current	\$0,500,000	\$2,750,000	\$3,750,000				
	Replace existing bond cables with new negative								
	return cables system-wide	through the negative cables to the traction power							
Pond Cable Deplacement		sub-stations. These cables have deteriorated over	¢4,000,000	¢1 E00 000	¢1 E00 000	\$1,500,000	\$1,500,000		
Bond Cable Replacement		the years and are in need of replacement.	\$6,000,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000		
traction power substations and	Complete cable replacement in the remainder of	The positive cables provide traction power to the							
	traction power substations and tiebreaker stations.	3 rd rail for operation of the railcars. These cables							
	This is needed because of water infiltration and	have deteriorated over the years and are in need							
Frack Feeder Cable	deterioration of old, worn-out cables.	of replacement.	\$10,000,000	\$4,750,000	\$1,750,000	\$1,750,000	\$1,750,000		
	Capital funding is needed beyond what is currently	Rehabilitate the D & G aerial structure - Final							
	programmed to complete the final design for the	design contract (HP-9) will be completed in FY08.							
	D&G aerial structure.	This project will rehabilitate of the D & G aerial							
		structure by replacing 52 deteriorated elastomeric							
		bearing pads at five piers, painting steel girders at							
		decks joints and rerouting high voltage electrical							
		conduits from inside the girder to outside.							
		Deteriorated bearings are causing track anchor							
		wear and failure. Electrical conduits are arcing							
ROW Structural Rehabilitation		inside the steel girder causing safety concerns.	\$2,500,000		\$2,500,000				
	Capital funding is needed beyond what is currently	Originally installed special trackwork has wood							
	programmed to complete track rehabilitation	ties. To reduce the occurrence of fires it is							
	programmed to complete track renabilitation								

Subject	Description	In donth Explanation of What 9 Why	Total Cost	1 voor	2 vears	2 100000	Aveare	5 voor	6 years
Subject	Description	In-depth Explanation of What & Why In long continuous sections of the 3 rd rail between	Total Cost	1 year	2 years	3 years	4 years	5 year	6 years
		traction power sub-stations expansion joints were							
		Installed in the 3 rd rail. Movement of the 3 rd rail							
	Third Rail expansion joints are causing the loss of	has caused irregularity in the expansion joint							
	shoes on the railcars, install transition rails/cable	resulting in the damage of railcar shoes which							
/ cross-over/ transition	replacement for crossovers and transition areas.	affects power to the train and reliability.	\$13,000,000	\$3,500,000	\$3,500,000	\$3,000,000	\$3,000,000		
		Rehabilation of Silver Spring Train Control Room							
Mid-Life Rehabilation Automatic Train		which was damaged by a flood a couple of years							
Control (ATC)	Rehabilation of Silver Spring Train Control Room	ago.	\$6,000,000	\$6,000,000					
	Capital funding is needed beyond the current								
Right of Way (ROW) Structural	program for the Right of Way (ROW) Structural	Rehabilitation of five underground station vaults							
Rehabilitation	Rehabilitation for underground station vaults	(Farragut North to Union Station)	\$3,000,000		\$3,000,000				
		To reduce the possibility of failure and/or fires							
		replacement of Traction Power Switchgear at 40							
		locations and at 44 tie breaker substations.							
	Traction Power Switchgear replacement is needed	Replacement of prioritized cabling by the track							
Traction Power Switchgear	along with traction power cabling	department is included in this project.	\$12,000,000		\$12,000,000				
	Un-Interruptable Power (UPS) System Replacement								
Un-Interruptable Power (UPS) System	needed to ensure emergency backup of power is	Replacement of UPS at 76 locations and							
Replacement	consistent.	replacement of batteries at 16 locations.	\$4,000,000	\$2,000,000	\$2,000,000				
		ROW electrical system rehabiiltation and MCC and							
Electrical System Rehabilitation	Electrical System Rehabilation for ROW	AVR.	\$4,000,000		\$4,000,000				
Mid-Life Rehabilitation AC/TPSS/TBS	Mid-Life Rehabilitation AC/TPSS/TBS for 48 location:	Replacement of AC switchgear at 48 locations.	\$4,000,000		\$4,000,000				
		In FY08, Montgomery Bus Garage "mini-rehab"							
		using Job Order Contract and Bladensburg (T05)							
		"major-rehab" using Job Order Contract. In FY09,							
		Northern Bus Garage "minor-rehab" using Job							
		Order Contract and Royal Street Bus Garage							
		"major-rehab" using Job Order Contract. In FY10,							
		Brentwood "minor-rehab" using Job Order Contract							
Rail/Bus Structures Field Offices and		and Greenbelt refurbish Rail Car Painting facility							
Yards	Rehabilitation needed for bus and rail facilities.	using Job Order Contract.	\$4,000,000	\$2,000,000	\$2,000,000				
		The increase in fleet size requires an increase in							
		traction power, rail car storage and maintenance							
		facilities. Without these facilities rail cars are							
		stored on tail tracks and maintenance intervals are							
	Design for all associated infrastructure for 75% 8-	increased resulting in operational inefficiencies due							
Infrastructure Requirements for 75% 8-	car train operation: Additional storage capacity for	to storage tie ups, breakdowns and decreased car							
car train operation	railcars and additional maintenance space in shops	availability. This will complete the design.	\$6,000,000		\$6,000,000				
		Investment in bus facilities through the years has	+=/===/===		+ = = = = = = =				
	Renovation of employee facilities, upgrade of bus	been lacking. Recommended upgrades badly							
APTA Bus Peer Review	repair equipment including limited facilities for	needed to provide a better work environment and							
Recommendations	painting at divisions.	improve service reliability.	\$33,700,000	\$3,000,000	\$3,000,000	\$11,700,000	\$11,000,000	\$5,000,000	
	Onboard surveillance systems on buses to improve	This system will support safety and security	<i><i><i><i>t</i>cciicciccccccccccccc</i></i></i>	\$0,000,000	\$0,000,000	\$117,007000	\$11,000,000	\$0,000,000	
	safety of passengers and pedestrians	initiatives by providing high quality, technologically							
5	surery or passengers and pedestrians	advanced onboard surveillance and recording							
		systems. Onboard bus camera systems can							
		reduce the frequency and detrimental impact of							
		fraudulent claims, reduce or eliminate vandalism							
		and graffiti, protect patrons by deterring crime,							
		effectively prosecute perpetrators when crimes are							
		committed and effectively handle customer							
Cameras on Buses		concerns and/or complaints.	\$12,900,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,900,000		
Callicids UII DUSES	Replacement of MetroAccess vehicles for disabled	To ensure we continue to provide safe and reliable	\$12,900,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,900,000		1
Matro Accoss Float			¢14 E00 000	¢4,000,000	¢2,000,000	¢E E00.000	¢4.000.000		
MetroAccess Fleet	customers which have exceeded their useful life	MetroAccess vehicles.	\$16,500,000	\$4,000,000	\$3,000,000	\$5,500,000	\$4,000,000		
	Replace equipment for track and systems	Draight funds the rehabilitation and registered of							
	maintenance, including self-propelled rail borne	Project funds the rehabilitation and replacement of							
	vacum equipment, production tampers, cross-tie	self propelled rail work equipment; i.e.							
Locomotives-Prime Movers-Heavy Duty	replacers, speed-swings, flat cars, locomotives, 100	locomotives, prime movers, flat railcars, deicer railcars, and specialty equipment.	\$20,000,000	\$4,000,000	\$10,000,000	\$6,000,000			
Rail Borne Equipment	ton crane, & ballast buggies.								

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shake base density to folling with an explore the sensity to folling with explore the sensity to folling with the sensity to folling with the sensity to folling with the sensity to folling with the sensity to folling with the sensity to folling with the sensity to folling with the sensity to folling with the sensity to folling with the sensity to folling with the sensity to folling with the sensity to folling with the sensity to folling with the sensity to folling with the sensity to folling with the sensity with the sensity to folling with the sensity with the sensity to folling with the sensity to folling with the sensity with th	Subject	Description	In-depth Explanation of What & Why	Total Cost	1 year	2 years	3 years	4 years	5 year	6 years
Bask Bis Grages Control Total States At the state of the States At the state of the States At the Stat		· · · · ·	The current status of Southern and Western bus							
Backers of the stands			garages requires immediate attention to correct							
Bacon back one solution of our solution for the single solution and soluti and soluti and solution and solution and solution and solution			deficiencies. A complete reconstruction of							
Name Number of Surgers Number of Surgers State Sur			Southern is required due to age and condition of							
Institution of ABA complement transmit of the PA data to the originations. All complement and provide transmits. The PA data to the Complement and provide transmits. The PA data to the PA data to the Complement and PA data to the PA data to the Complement and PA data to the PA data to the Complement and PA data to the PA data to the Complement and PA data to the PA data to the PA data to the Complement and PA data to the PA data		Reconstruction of two existing bus facilities at their	the structure. A major rehabilitation is required for							
Burney Ties evening 20 Metronii tations safe to Metro Sumi curves 10000000 12.000.00 13.00.0	Rehab Bus Garages	current locations.	Western to bring facility up to today's standards.	\$90,000,000	\$3,000,000	\$6,000,000	\$30,000,000	\$30,000,000	\$21,000,000	
Kis & Blee: Back State:	-	Installation of ADA compliant truncated domes at	To make all Station platforms ADA compliant and							
single characterize States of the carbonic base, based of the carbonic based, based of the carbonic based	Bumpy Tiles	remaining 20 Metrorail stations.	safe for Metro's blind customers.	\$10,000,000	\$2,000,000	\$2,500,000	\$3,000,000	\$2,500,000		
Image: section of the control (Wise and Frances) Spring Head. Image: section of the control (Wise field) Control (Wi		-	Kiss & Ride: Branch Ave, Southern Ave, Naylor							
Business			Rd, Glenmont East, Suitland, New Carrollton East,							
bis Control West Pails Church, Nayle Ris Branch Ave, Shady Correct Line (Control West, Navel Pails) Bis Bady Correct Line (Control West, Navel Pails) Bis Bady Correct Line (Pails) Bis Bady Correct Line (Pai			New Carrollton West and Franconia Springfield.							
Brain State Convertion State Convertin State Convertion State Conver			Bus Loop: Southern Ave, Suitland, Medical							
shado Shadoo Shado Shadoo Shado			Center, West Falls Church, Navlor Rd, Branch Ave,							
Image: section of the sectio										
Parking Southern Act gening of surface data using load order Control Parking Southern Access to a load of 24 (2000) Southern Access to load of 24 (2000) Southern Access to a load o										
All point of surface lats using Jab Order Cartering All point of surface lats using Jab Order Cartering All point of surface lats using Jab Order Cartering All point of surface lats using Jab Order Cartering All point of surface lats using Jab Order Cartering All point of surface lats using Jab Order Cartering Surface lats using Jab Order Cartering <td></td>										
All point of sufficie los using los drafts. Macces Root Statiant and Gimma - access to statiant - access to statiant and Gimma - access to statiant - access - acc										
Parking Lot Rububilitation at the following locations: Access Read: Sultand and Rummen - access 5.000.000 53.000.000 S3.000.000 S		All paying of surface lots using Job Order Contract								
Replacement of AF landing Bulkins In Meansy	Parking Lot Rehabilitation			\$6,000,000	\$2,000,000	\$3,000,000	l			
Stations on 8 Stations and under patient duct volus in 15 or project would reprote childer water and under patient duct volus in 15 or stations and under patient duct volus in 15 or stations and under patient duct volus in 15 or stations and under patient duct volus in 15 or stations and under patient duct volus in 15 or stations and under patient duct volus in 15 or stations are 20 to 80 years Station Childer Rehabilitation Station Childer Rehabilitation Station Childer Rehabilitation Station Childer Rehabilitation Station Stations are 20 to 80 years Septement Paver Tiles Replacement of above ground platform station antransity and result incorts write yoars Stations of 8 Stations of				\$0,000,000	\$3,000,000	\$3,000,000				
Station Chiller Rehabilitation Station Relation Rehabilitation Station Rehabilitation Statin Rehabilitation Rehabilitation Station Rehabit							l			
Station Chiller Rehabilitation Space chiller weight ait handling units 14 Station Chiller Rehabilitation							l			
Station Chiller Rehabilitation Stations and under platform duit with the party life. Installation of stanged concrete (SH Meary Station prodenes estity with quary life. Installation of stanged concrete (SH Meary Station prodenes estity statemed concrete (SH Meary Station and antibability and regimes that nost statings contrete (SH Meary Station and Station										
Information Chronic problems exist with query tile installation Control						+ 1 0 0 0 0 0 0 0				
Replacement Paver Tiles Replacement of above-ground plattorn station paver like, with stamped concrete (SIM per station) (SIG OF pressure) Statistical statistical statistical statistical (SIG OF pressure) Statistical SIG OF pressure) Statistical SIG OF pressure (SIG OF pressure) Statistical SIG OF pressure) Statistical SIG OF pressure (SIG OF pressure) Statistical SIG OF pressure) Statistical SIG OF pressure (SIG OF pressure) Statistical SIG OF pressure)	Station Chiller Rehabilitation	Station Chiller Rehabilitation		\$16,000,000	\$4,000,000	\$12,000,000				
Replacement of above ground platform station maintainability and result incost swings over the state option State option										
Replacement Paver Tiles paver tiles with stamped concrete (\$1M per statistic) file of the rail'system. S36,000,000 \$3,000,000 \$3,000,000 \$3,000,000 \$3,000,000 \$3,000,000 \$3,000,000 \$3,000,000 \$3,000,000 \$3,000,000 \$3,000,000 \$3,000,000 \$3,000,000 \$5,000,000										
Celling Tile Replacement Celling systems in most statems are 20 to 30 yaars (650K per station). Celling systems in most statems are 20 to 30 yaars (650K per station). Celling systems in most statems are 20 to 30 yaars (650K per station). Statems are 20 to 30 yaars (550K per station). Statems are 20 to 30 yaars (500K per station).			5							
Replacement Replacement Gebick per station). object S32,000,000 S6,000,000 S5,000,000 S6,000,000 S6,000,000 <t< td=""><td>Replacement Paver Tiles</td><td>paver tiles with stamped concrete (\$1M per station).</td><td></td><td>\$36,000,000</td><td>\$1,000,000</td><td>\$3,000,000</td><td>\$7,200,000</td><td>\$9,000,000</td><td>\$8,600,000</td><td>\$7,200,000</td></t<>	Replacement Paver Tiles	paver tiles with stamped concrete (\$1M per station).		\$36,000,000	\$1,000,000	\$3,000,000	\$7,200,000	\$9,000,000	\$8,600,000	\$7,200,000
Celling Tile Replacement (\$650K per station). replaced. \$32,000,000 \$6,000,000 \$8,000,000 \$1,000,000 \$1,000,000 \$1,000,000<			,							
Total State State <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>										
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Enable Peoplesoft Contracts System contracts manage/monitor executed contracts. \$2,000,000 \$680,000 Image: Contract System Enable Finance /Payroll Reporting Finance, payroll groups have limited ability to analyze data Finance/Payroll unable to access or perform purchased but not implemented. \$1,800,000 \$1,000,000 \$800,000 Image: Contract System Image: Con	Stabilize Data Center Remediate IT Security IT Peoplesoft Remediation Remediate/Stabilize Major Operational Systems Migrate All Systems Off The Mainframe	inadequate to support operational needs IT Security program nonexistent; reflected in multiple recurring financial system audit findings Remediate Peoplesoft Budget, Finance and Fixed Assets Several major systems not utilizing full functionality Migrate remaining systems off the aging mainframe onto alternative client-server platforms Aurthority has several areas requiring major business analysis and restructuring	loss, with no reduncancy in event of disaster. Inadequate power, cooling and backup Authority highly vulnerable to professional hacking into financial and operating systems. Currently all HR data must be manually integrated with budget data; all actual expense data must be manually integrated to budget data; cannot get basic financial data from system; fixed Assets unable to be managed - software purchased but not implemented. Trapeze, Maximo, Orbcad not configured nor re- engineered for many basic functions. The migration is crucial to the stability of several applications. Reduces cost by eliminating the support of the mainframe environment; both hardware and software maintenance reduced. Business process reengineering is critical to the success of the remediation projects.	Total \$8,400,000 \$5,400,000 \$3,500,000 \$1,000,000 \$10,295,000	\$209,100,000 \$8,400,000 \$3,600,000 \$3,160,000 \$660,000 \$8,000,000	\$1,800,000 \$340,000 \$340,000				
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Enable Finance /Payroll Reporting System Finance, payroll groups have limited ability to analyze data analyses on payroll/financial data; software purchased but not implemented. \$1,800,000 \$1000,000	Stabilize Data Center Remediate IT Security IT Peoplesoft Remediation Remediate/Stabilize Major Operational Systems Migrate All Systems Off The Mainframe Enable Business Process Reengineering	inadequate to support operational needs IT Security program nonexistent; reflected in multiple recurring financial system audit findings Remediate Peoplesoft Budget, Finance and Fixed Assets Several major systems not utilizing full functionality Migrate remaining systems off the aging mainframe onto alternative client-server platforms Aurthority has several areas requiring major business analysis and restructuring Procurement unable to locate and manage executed	loss, with no reduncancy in event of disaster. Inadequate power, cooling and backup Authority highly vulnerable to professional hacking into financial and operating systems. Currently all HR data must be manually integrated with budget data; all actual expense data must be manually integrated to budget data; cannot get basic financial data from system; fixed Assets unable to be managed - software purchased but not implemented. Trapeze, Maximo, Orbcad not configured nor re- engineered for many basic functions. The migration is crucial to the stability of several applications. Reduces cost by eliminating the support of the mainframe environment; both hardware and software maintenance reduced. Business process reengineering is critical to the success of the remediation projects.	Total \$8,400,000 \$5,400,000 \$3,500,000 \$1,000,000 \$10,295,000 \$500,000	\$209,100,000 \$8,400,000 \$3,600,000 \$3,160,000 \$660,000 \$8,000,000 \$500,000	\$1,800,000 \$340,000 \$340,000 \$2,295,000				
System analyze data purchased but not implemented. \$1,800,000 \$1,000,000 \$800,000	Stabilize Data Center Remediate IT Security IT Peoplesoft Remediation Remediate/Stabilize Major Operational Systems Migrate All Systems Off The Mainframe Enable Business Process Reengineering	inadequate to support operational needs IT Security program nonexistent; reflected in multiple recurring financial system audit findings Remediate Peoplesoft Budget, Finance and Fixed Assets Several major systems not utilizing full functionality Migrate remaining systems off the aging mainframe onto alternative client-server platforms Aurthority has several areas requiring major business analysis and restructuring Procurement unable to locate and manage executed	loss, with no reduncancy in event of disaster. Inadequate power, cooling and backup Authority highly vulnerable to professional hacking into financial and operating systems. Currently all HR data must be manually integrated with budget data; all actual expense data must be manually integrated to budget data; cannot get basic financial data from system; fixed Assets unable to be managed - software purchased but not implemented. Trapeze, Maximo, Orbcad not configured nor re- engineered for many basic functions. The migration is crucial to the stability of several applications. Reduces cost by eliminating the support of the mainframe environment; both hardware and software maintenance reduced. Business process reengineering is critical to the success of the remediation projects. Procurement has no system in place to manage/monitor executed contracts.	Total \$8,400,000 \$5,400,000 \$3,500,000 \$1,000,000 \$10,295,000 \$500,000	\$209,100,000 \$8,400,000 \$3,600,000 \$3,160,000 \$660,000 \$8,000,000 \$500,000	\$1,800,000 \$340,000 \$340,000 \$2,295,000				
	Stabilize Data Center Remediate IT Security IT Peoplesoft Remediation Remediate/Stabilize Major Operational Systems Migrate All Systems Off The Mainframe Enable Business Process Reengineering Enable Peoplesoft Contracts System	inadequate to support operational needs IT Security program nonexistent; reflected in multiple recurring financial system audit findings Remediate Peoplesoft Budget, Finance and Fixed Assets Several major systems not utilizing full functionality Migrate remaining systems off the aging mainframe onto alternative client-server platforms Aurthority has several areas requiring major business analysis and restructuring Procurement unable to locate and manage executed contracts	loss, with no reduncancy in event of disaster. Inadequate power, cooling and backup Authority highly vulnerable to professional hacking into financial and operating systems. Currently all HR data must be manually integrated with budget data; all actual expense data must be manually integrated to budget data; cannot get basic financial data from system; fixed Assets unable to be managed - software purchased but not implemented. Trapeze, Maximo, Orbcad not configured nor re- engineered for many basic functions. The migration is crucial to the stability of several applications. Reduces cost by eliminating the support of the mainframe environment; both hardware and software maintenance reduced. Business process reengineering is critical to the success of the remediation projects. Procurement has no system in place to manage/monitor executed contracts. Finance/Payroll unable to access or perform	Total \$8,400,000 \$5,400,000 \$3,500,000 \$1,000,000 \$10,295,000 \$500,000	\$209,100,000 \$8,400,000 \$3,600,000 \$3,160,000 \$660,000 \$8,000,000 \$500,000	\$1,800,000 \$340,000 \$340,000 \$2,295,000				
Develop Enterprise Architecture Currently no overarching IT architecture in place IT architecture prevents "building on Jello". \$1,200,000 \$1,200,000	Stabilize Data Center Remediate IT Security IT Peoplesoft Remediation Remediate/Stabilize Major Operational Systems Migrate All Systems Off The Mainframe Enable Business Process Reengineering Enable Peoplesoft Contracts System Enable Finance /Payroll Reporting	inadequate to support operational needs IT Security program nonexistent; reflected in multiple recurring financial system audit findings Remediate Peoplesoft Budget, Finance and Fixed Assets Several major systems not utilizing full functionality Migrate remaining systems off the aging mainframe onto alternative client-server platforms Aurthority has several areas requiring major business analysis and restructuring Procurement unable to locate and manage executed contracts Finance, payroll groups have limited ability to	loss, with no reduncancy in event of disaster. Inadequate power, cooling and backup Authority highly vulnerable to professional hacking into financial and operating systems. Currently all HR data must be manually integrated with budget data; all actual expense data must be manually integrated to budget data; cannot get basic financial data from system; fixed Assets unable to be managed - software purchased but not implemented. Trapeze, Maximo, Orbcad not configured nor re- engineered for many basic functions. The migration is crucial to the stability of several applications. Reduces cost by eliminating the hardware and software maintenance reduced. Business process reengineering is critical to the success of the remediation projects. Procurement has no system in place to manage/monitor executed contracts. Finance/Payroll unable to access or perform analyses on payroll/financial data; software	Total \$8,400,000 \$5,400,000 \$3,500,000 \$1,000,000 \$10,295,000 \$500,000 \$2,000,000	\$209,100,000 \$8,400,000 \$3,600,000 \$3,160,000 \$660,000 \$8,000,000 \$500,000 \$1,320,000	\$1,800,000 \$340,000 \$340,000 \$2,295,000 \$680,000				

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Subject	Description	In-depth Explanation of What & Why	Total Cost	1 year	2 years	3 years	4 years	5 year	6 years
		MTPD unable to map crime statistics; rail, bus, and							
		plant maintenance unable to map Metro facilities							
Enable Enterpise Geographic	Authority does not have a comprehensive GIS	for maintenance tracking; Metro unable to map							
Information System	system to service Authority-wide requirements	authoritive bus stop inventory.	\$1,100,000	\$1,100,000					
		Subtotal IT	\$35,195,000	\$28,940,000	\$6,255,000				
			Year 1 Totals	\$28,940,000					
			Year 2 Totals	\$6,255,000					
			Total IT	\$35,195,000					
			Grand Total	\$244,295,000					