



Finance, Administration and Oversight Committee

Information Item IV-C

May 8, 2008

**Funding Strategy for Urgent Unfunded Capital
Needs**

**Washington Metropolitan Area Transportation Authority
Board Action/Information Summary**

Action
 Information

MEAD Number:

Resolution:
 Yes No

PURPOSE

To provide the Committee with an updated briefing on urgent unfunded capital needs.

DESCRIPTION

In March 2008 the Board requested staff to evaluate existing Metro Matters projects to identify spending that could be reallocated to projects where the need is greatest.

NEXT STEPS

Continuously manage projects and their cash flow to reallocate funds to address the most critical needs.



Briefing on Urgent Unfunded Capital Needs

Presented to the Board of Directors:

**Finance, Administration and Oversight
Committee**

May 8, 2008





Overview

- March 2008, staff briefed the Board on Urgent Unfunded Capital Needs: \$489 million over a six-year period
- Board requested staff evaluate existing Metro Matters projects to identify spending that could be reallocated to projects where there is the greatest need



Evaluation of Metro Matters

- Evaluation of Metro Matters projects in comparison to Urgent Unfunded Capital Needs identified resources that could be reallocated to the most critical needs
- Value of Metro Matters projects being deferred to FY11 & beyond:

Defer Project Expenditures from:

FY08	\$19.5
FY09	\$43.2
FY10	<u>\$46.8</u>
Total	\$109.5

\$ Millions



Urgent Unfunded Needs

Project spending will be managed to cash available:

*Urgent Unfunded Capital Needs
Expenditure Forecast:*

FY09 Expenditures	\$68.7	
FY10 Expenditures	\$88.3	
	<u>\$157.0</u>	<i>Need</i>
ReAllocation	\$109.5	<i>Available</i>
Shortfall	<u><u>(\$48.0)</u></u>	

Staff will request Board authorization to expand borrowing capacity, if needed

\$ Millions



Urgent Unfunded Needs

\$489 million Identified as Urgent Capital Funding Need

Less:

\$109 million funding from reallocations

\$ 48 million possible funding from borrowing

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\$332 million Remaining Unfunded Capital Need

**Becomes the beginning of the
"Next" CIP – after Metro Matters**



Next Steps

- **Continuously manage projects and their cash flow to reallocate funds to accomplish the most critical needs**
- **All deferred projects will be in the next Capital Program...FY11 and beyond**



APPENDIX



Urgent Unfunded Capital Needs Summary

		Total 6-Year Need	Expenditures During First Two Years	Remaining Expenditures
I.	Safety	\$0.5	\$0.5	\$0.0
II.	Rail Cars	\$27.6	\$17.9	\$9.7
III.	Train Power Systems	\$6.0	\$6.0	\$0.0
IV.	Buses	\$12.9	\$6.0	\$6.9
V.	Metro Access	\$16.5	\$5.0	\$11.5
VI.	Rail Equipment	\$20.0	\$4.0	\$16.0
VII.	State of Good Repair	\$370.7	\$82.4	\$288.3
VIII.	Information Technology	\$35.2	\$35.2	\$0.0
	Total	\$489.4	\$157.0	\$332.4

\$ Millions

Urgent Unfunded Capital Needs - Operations and Information Technology

Subject	Description	In-depth Explanation of What & Why	Total Cost	FY09	FY10	FY11	FY12	FY13	FY14
Voltage Detector/ Hot Stick	New hot stick to indicate level and types of voltages	Detector will have a series of LCD displays on the 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 before we order the 800 needed.	\$500,000	\$500,000					
Transformer	Four - Spare universal transformers in case catastrophic failure of existing transformers	WMATA has multiple types of transformers - these spare universal transformers can be installed in any of WMATA's traction power substations.	\$1,500,000	\$1,500,000					
Station Platform	Phase I Replacement of station platform structural slabs at three above-ground stations (\$6M each)	Deterioration of structural concrete platform slabs beneath station paver and granite edging has resulted from water and deicing infiltration. To ensure continued structural integrity platforms must be replaced – urgently at three locations.	\$18,000,000	\$4,500,000	\$7,500,000	\$5,000,000	\$1,500,000		
Track Fasteners	Replacement of 120,000 track fasteners to prevent fires.	Existing fasteners were installed during initial construction of the system and are old technology. Current generation of fasteners provides more extensive isolation of metal thereby providing less pathways for stray currents.	\$20,000,000	\$500,000	\$1,500,000	\$2,000,000	\$2,000,000	\$2,000,000	\$12,000,000
Railcar Safety Enhancement	Commitment to NTSB – manual emergency door exterior release	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 that emergency personnel, etc. could open the door.	\$5,000,000	\$1,750,000	\$1,750,000	\$1,500,000			
Railcar Safety Enhancement	Commitments FTA/TOC to prevent derailments – Wheel/rail interface, condition assessment, wheel profile and lubrication	Car-borne flange lubrication on 50% of the total fleet to help with noise, wear, & further reduce potential derailments.	\$2,600,000	\$1,300,000	\$1,300,000				
Railcar Safety Enhancement	Modifications – Roll-back prevention on 1-4-5K fleets	To ensure all railcars regardless of fleet type have this protection in place.	\$3,000,000	\$1,000,000	\$2,000,000				
Railcar Safety Enhancement	1K Structural Reinforcement	1K fleet shells to meet extended life-cycle will require additional welding and reinforcements	\$3,000,000	\$1,000,000	\$2,000,000				
Bond Cable Replacement	Replace existing bond cables with new negative return cables system-wide	The running rails provide a path for return current through the negative cables to the traction power sub-stations. These cables have deteriorated over the years and are in need of replacement.	\$6,000,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000		
Track Feeder Cable	Complete cable replacement in the remainder of traction power substations and tiebreaker stations. This is needed because of water infiltration and deterioration of old, worn-out cables.	The positive cables provide traction power to the 3 rd rail for operation of the railcars. These cables have deteriorated over the years and are in need of replacement.	\$10,000,000	\$4,750,000	\$1,750,000	\$1,750,000	\$1,750,000		
ROW Structural Rehabilitation	Capital funding is needed beyond what is currently programmed to complete the final design for the aerial structure at Stadium Armory.	Rehabilitate the aerial structure at Stadium Armory - Final design contract (HP-9) will be completed in FY08. This project will rehabilitate the aerial structure at Stadium Armory 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 inside the steel girder causing safety concerns.	\$2,500,000		\$2,500,000				
Track Cable for 3 rd Rail Expansion Joints / cross-over/ transition	Third Rail expansion joints are causing the loss of shoes on the railcars, install transition rails/cable replacement for crossovers and transition areas.	In long continuous sections of the 3 rd rail between traction power sub-stations expansion joints were installed in the 3 rd rail. Movement of the 3 rd rail has caused irregularity in the expansion joint resulting in the damage of railcar shoes which affects power to the train and reliability.	\$13,000,000	\$3,500,000	\$3,500,000	\$3,000,000	\$3,000,000		
Mid-Life Rehabilitation Automatic Train Control (ATC)	Rehabilitation of Silver Spring Train Control Room	Rehabilitation of Silver Spring Train Control Room which was damaged by a flood in July 2004.	\$6,000,000		\$6,000,000				

Urgent Unfunded Capital Needs - Operations and Information Technology

Subject	Description	In-depth Explanation of What & Why	Total Cost							
				FY09	FY10	FY11	FY12	FY13	FY14	
Traction Power Switchgear	Traction Power Switchgear replacement is needed along with traction power cabling	To reduce the possibility of failure and/or fires replacement of Traction Power Switchgear at 40 locations and at 44 tie breaker substations. Replacement of prioritized cabling by the track department is included in this project.	\$12,000,000			\$12,000,000				
Un-Interruptable Power (UPS) System Replacement	Un-Interruptable Power (UPS) System Replacement needed to ensure emergency backup of power is consistent.	Replacement of UPS at 76 locations and replacement of batteries at 16 locations.	\$4,000,000			\$2,000,000	\$2,000,000			
Electrical System Rehabilitation	Electrical System Rehabilitation for ROW	ROW electrical system rehabilitation and MCC and AVR.	\$4,000,000			\$4,000,000				
Mid-Life Rehabilitation AC/TPSS/TBS	Mid-Life Rehabilitation AC/TPSS/TBS for 48 locations	Replacement of AC switchgear at 48 locations.	\$4,000,000			\$4,000,000				
Rail/Bus Structures Field Offices and Yards	Rehabilitation needed for bus, rail and administrative facilities.	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 and Greenbelt refurbish Rail Car Painting facility using Job Order Contract.	\$4,000,000	\$2,000,000	\$2,000,000					
Infrastructure Requirements for 75% 8-car train operation	Design for all associated infrastructure for 75% 8-car train operation: Additional storage capacity for railcars and additional maintenance space in shops	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 increased resulting in operational inefficiencies due to storage tie ups, breakdowns and decreased car availability. This will complete the design.	\$6,000,000	\$1,000,000	\$5,000,000					
APTA Bus Peer Review Recommendations	Renovation of employee and administrative facilities, upgrade of bus repair equipment including limited facilities for painting at divisions.	Investment in bus and administrative facilities through the years has been lacking. Recommended upgrades badly needed to provide a better work environment and improve service	\$33,700,000	\$3,000,000	\$3,000,000	\$11,700,000	\$11,000,000	\$5,000,000		
Cameras on Buses**	Onboard surveillance systems on remaining 570 buses without cameras to improve safety of passengers and pedestrians ** Currently pursuing FY08 grants	This system will support safety and security initiatives by providing high quality, technologically 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 concerns and/or complaints.	\$12,900,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,900,000			
MetroAccess Fleet	Replacement of MetroAccess vehicles for disabled customers which have exceeded their useful life	To ensure we continue to provide safe and reliable MetroAccess vehicles.	\$16,500,000	\$5,000,000			\$2,000,000	\$5,500,000	\$4,000,000	
Locomotives-Prime Movers-Heavy Duty Rail Borne Equipment	Replace equipment for track and systems maintenance, including self-propelled rail borne vacuum equipment, production tampers, cross-tie replacers, speed-swings, flat cars, locomotives, 100-ton crane, & ballast buggies.	Project funds the rehabilitation and replacement of self propelled rail work equipment; i.e. locomotives, prime movers, flat railcars, deicer railcars, and specialty equipment.	\$20,000,000		\$4,000,000	\$10,000,000	\$6,000,000			
Rehab Bus Garages	Reconstruction of two existing bus facilities at their current locations.	The current status of Southern and Western bus garages requires immediate attention to correct deficiencies. A complete reconstruction of Southern is required due to age and condition of the structure. A major rehabilitation is required for 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		

Urgent Unfunded Capital Needs - Operations and Information Technology

Subject	Description	In-depth Explanation of What & Why	Total Cost	FY09	FY10	FY11	FY12	FY13	FY14
Station Chiller Rehabilitation	Station Chiller Rehabilitation	Replacement of Air Handling Units in Metrorail Stations on 8 Routes - Final design contract (JM-2) to be completed by FY08. The project would replace chilled water air handling units at 56 stations and under platform duct work in 14	\$16,000,000		\$1,000,000	\$3,000,000	\$4,000,000	\$4,000,000	\$4,000,000
Replacement Paver Tiles	Replacement of above-ground platform station paver tiles with stamped concrete (\$1M per station)	Chronic problems exist with quarry tile. Installation of stamped concrete will improve slip resistance, maintainability and result in cost savings over the life of the rail system.	\$36,000,000	\$1,000,000	\$3,000,000	\$7,200,000	\$9,000,000	\$8,600,000	\$7,200,000
Ceiling Tile Replacement and Kiosk Expansion	Replacement of ceiling tile in underground stations (\$650K per station).	Ceiling systems in most stations are 20 to 30 years old. Ceiling grid has corroded and must be replaced.	\$32,000,000		\$6,000,000	\$8,000,000	\$6,000,000	\$6,000,000	\$6,000,000
Railcar Safety Enhancement	Additional mechanical and technical fix for doors, 1-2-3-5-6K series railcar, 4K not needed.	To ensure all mechanical and technical resolutions are implemented regarding doors	\$7,500,000		\$3,000,000	\$3,000,000	\$1,500,000		
Railcar Reliability	Reliability improvement – equipment modification/replacement of current equipment with oil-less compressors.	Replace existing compressors on the 2-3K series railcars with oil-less compressors to reduce high maintenance costs and the number of railcars out of service.	\$6,500,000		\$2,750,000	\$3,750,000			
Track Rehabilitation	Capital funding is needed beyond what is currently programmed to complete track rehabilitation program for concrete ties.	Originally installed special trackwork has wood ties. To reduce the occurrence of fires it is necessary to replace all above grade wood ties	\$25,000,000		\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000
Right of Way (ROW) Structural Rehabilitation	Capital funding is needed beyond the current program for the Right of Way (ROW) Structural Rehabilitation for underground station vaults	Rehabilitation of five underground station vaults (Farragut North to Union Station)	\$3,000,000		\$3,000,000				
Bumpy Tiles	Installation of ADA compliant truncated domes at remaining 20 Metrorail stations.	To make all Station platforms ADA compliant and safe for Metro's customers with visual impairments	\$10,000,000		\$2,000,000	\$2,500,000	\$3,000,000	\$2,500,000	
Parking Lot Rehabilitation	All paving of surface lots using Job Order Contract at the following locations:	Kiss & Ride: Branch Ave, Southern Ave, Naylor Rd, Glenmont East, Suitland, New Carrollton East, New Carrollton West and Franconia Springfield. Bus Loop: Southern Ave, Suitland, Medical Center, West Falls Church, Naylor Rd, Branch Ave, Shady Grove East, Greenbelt West, New Carrollton West, New Carrollton East and Deanwood. Parking: Southern Ave (asphalt area only), Naylor Rd, Branch Ave Lot 'A' / 'B' / 'C', Landover East, New Carrollton East (P#3) and Landover North. Access Road: Suitland and Glenmont – access to	\$6,000,000			\$3,000,000	\$3,000,000		
Stray Current Mitigation	Analyze entire system for stray current and implement repairs.	Complete system testing to identify areas of potential stray current to allow corrective work by replacing fasteners and bolts and to minimize potential fires.	\$14,000,000		\$2,000,000	\$2,000,000	\$5,000,000	\$5,000,000	
Totals			\$454,200,000	\$39,800,000	\$82,050,000	\$128,900,000	\$101,150,000	\$64,600,000	\$38,200,000

FY09 Totals **\$39,800,000**
FY10 Totals **\$82,050,000**
Total **\$121,850,000**

Urgent Unfunded Capital Needs - Operations and Information Technology

Information Technology

Subject	Description	In-depth Explanation of What & Why	Total Cost						
				FY09	FY10	IT O&M Annual Expense	Savings FY 11 H/W Maintenance		
Stabilize Data Center	Multiple aspects of data center infrastructure inadequate to support operational needs	Authority highly vulnerable to data and system loss, with no redundancy in event of disaster. Inadequate power, cooling and backup	\$8,400,000	\$7,400,000	\$1,000,000	\$1,225,800			
Remediate IT Security	IT Security program nonexistent; reflected in multiple recurring financial system audit findings	Authority highly vulnerable to professional hacking into financial and operating systems.	\$5,400,000	\$3,600,000	\$1,800,000	\$775,000			
IT Peoplesoft Remediation	Remediate Peoplesoft Budget, Finance and Fixed Assets	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.	\$3,500,000	\$3,160,000	\$340,000				
Remediate/Stabilize Major Operational Systems	Several major systems not utilizing full functionality	Trapeze, Maximo, Orbcad not configured nor re-engineered for many basic functions.	\$1,000,000	\$660,000	\$340,000				
Migrate All Systems Off The Mainframe	Migrate remaining systems off the aging mainframe onto alternative client-server platforms	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.	\$10,295,000	\$3,160,000	\$7,135,000				-\$800,000
Enable Business Process Reengineering	Authority has several areas requiring major business analysis and restructuring	Business process reengineering is critical to the success of the remediation projects.	\$500,000	\$500,000					
Enable Peoplesoft Contracts System	Procurement unable to locate and manage executed contracts	Procurement has no technology system in place to manage/monitor executed contracts.	\$2,000,000	\$1,320,000	\$680,000				
Enable Finance /Payroll Reporting System	Finance, payroll groups have limited ability to analyze data	Finance/Payroll unable to access or perform analyses on payroll/financial data; software purchased but not implemented.	\$1,800,000	\$1,000,000	\$800,000				
Develop Enterprise Architecture	Currently no overarching IT architecture in place	IT architecture prevents "building on instability".	\$1,200,000	\$1,200,000		\$300,000			
Enable Enterprise Geographic Information System	Authority does not have a comprehensive GIS system to service Authority-wide requirements	This will allow MTPD to map crime statistics; and allow rail, bus, and plant maintenance to map Metro facilities for maintenance tracking; and Metro to map authority bus stop inventory.	\$1,100,000		\$1,100,000	\$810,000			
Subtotal IT			\$35,195,000	\$22,000,000	\$13,195,000				

FY09 Totals	\$22,000,000
FY10 Totals	\$13,195,000
Total IT	\$35,195,000
Grand Total	\$157,045,000

Metro Matters FY08 Expenditures and Proposed Allocation for Urgent Unfunded

Project	Description	Bud Ref	Account	Budget	Pre-Encumbrance	Encumbrance	Expense	Unspent (Budget less Expenses)	Expenditure Manager Confirmed 4/17/08	Proposed Reallocation to Urgent Unfunded
CE_23ML	2K/3K Rail Car Rehab.	2008	Labor	\$ 850,000.00	\$ -	\$ -	\$ 180,554.34			
			91000002	\$ 1,303,096.61	\$ 852.00	\$ 777,370.41	\$ 524,493.24			
			91000005	\$ 68,303.85	\$ -	\$ -	\$ 68,303.85			
			CE_23ML Total	\$ 2,221,400.46	\$ 852.00	\$ 777,370.41	\$ 773,351.43	\$ 1,448,049.03	\$ 1,448,049.03	
CE_BPUR	Bus Procurement	2008	91000002	\$ 17,600,000.00	\$ -	\$ 8,873,854.00	\$ 8,726,146.00			
CE_BPUR Total				\$ 17,600,000.00	\$ -	\$ 8,873,854.00	\$ 8,726,146.00	\$ 8,873,854.00	\$ 8,873,854.00	
CE_BSPU	MM Bus Procurement	2008	Labor	\$ 358,406.70	\$ -	\$ -	\$ 358,406.70			
			91000002	\$ -	\$ -	\$ -	\$ -			
			91000004	\$ -	\$ -	\$ -	\$ -			
			91000005	\$ 1,357,608.75	\$ 133,008.29	\$ 20,270.00	\$ 1,204,330.46			
CE_BSPU Total			\$ 1,716,015.45	\$ 133,008.29	\$ 20,270.00	\$ 1,562,737.16	\$ 153,278.29	\$ 153,278.29		
CE_BWEQ	Bus Lifts/Bus Wk Eqpt	2008	Labor	\$ 2,798.00	\$ -	\$ -	\$ -			
			91000002	\$ 1,138,422.20	\$ -	\$ 920,690.00	\$ 217,732.20			
			91000004	\$ -	\$ -	\$ -	\$ -			
			91000005	\$ 470,726.93	\$ 49,640.00	\$ 150,144.90	\$ 270,942.03			
CE_BWEQ Total			\$ 1,611,947.13	\$ 49,640.00	\$ 1,070,834.90	\$ 488,674.23	\$ 1,123,272.90	\$ 1,123,272.90		
CE_BWSH	Bus Washer Rehab.	2008	Labor	\$ 9,446.00	\$ -	\$ -	\$ 3,554.16			
			91000002	\$ 315,973.00	\$ -	\$ 10,608.85	\$ 284,711.15			
			91000004	\$ -	\$ -	\$ -	\$ -			
			91000005	\$ 28,669.85	\$ -	\$ -	\$ 28,669.85			
CE_BWSH Total			\$ 354,088.85	\$ -	\$ 10,608.85	\$ 316,935.16	\$ 37,153.69	\$ 37,153.69		
CE_CHLR	Stat. Chlr. Rehab.	2008	Labor	\$ 1,013,215.00	\$ -	\$ -	\$ 860,121.96			
			91000002	\$ 1,841,043.30	\$ 241,343.89	\$ 904,209.41	\$ 695,490.00			
			91000005	\$ 283,741.70	\$ 1,390.00	\$ 83,950.70	\$ 197,201.00			
CE_CHLR Total			\$ 3,138,000.00	\$ 242,733.89	\$ 988,160.11	\$ 1,752,812.96	\$ 1,385,187.04	\$ 1,385,187.04		
CE_DIES	Adv. Tech. Diesel Bus Replace.	2008	Labor	\$ -	\$ -	\$ -	\$ -			
			91000002	\$ 72,495.80	\$ 5,552.00	\$ 32,555.50	\$ 34,388.30			
CE_DIES Total			\$ 72,495.80	\$ 5,552.00	\$ 32,555.50	\$ 34,388.30	\$ 38,107.50	\$ 38,107.50		
CE_EEMN	Elev./Esc. Maintenance	2008	Labor	\$ 441,430.89	\$ -	\$ -	\$ 303,444.21			
			91000002	\$ 7,568,660.32	\$ -	\$ 4,071,531.37	\$ 3,113,178.63			
			91000005	\$ 2,979,340.92	\$ -	\$ 1,642,883.66	\$ 1,336,457.26			
CE_EEMN Total			\$ 10,989,432.13	\$ -	\$ 5,714,415.03	\$ 4,753,080.10	\$ 6,236,352.03	\$ 3,636,352.03	\$ 2,600,000.00	

Metro Matters FY08 Expenditures and Proposed Allocation for Urgent Unfunded

Project	Description	Bud Ref	Account	Budget	Pre-Encumbrance	Encumbrance	Expense	Unspent (Budget less Expenses)	Expenditure Manager Confirmed 4/17/08	Proposed Reallocation to Urgent Unfunded
CE_ELCR	Elect. Syst. Rehab.	2008	Labor	\$ 458,765.00	\$ -	\$ -	\$ 7,748.75			
			91000002	\$ 2,094,438.30	\$ 440,716.00	\$ 809,184.02	\$ 654,230.72			
			91000005	\$ 67,796.70	\$ -	\$ 48,048.09	\$ 19,748.61			
CE_ELCR Total				\$ 2,621,000.00	\$ 440,716.00	\$ 857,232.11	\$ 681,728.08	\$ 1,939,271.92	939271.92	\$ 1,000,000.00
CE_EMER	Bus Emergency Cons.	2008	Labor	\$ 200,000.00	\$ -	\$ -	\$ 130,719.94			
			91000002	\$ 764,660.23	\$ 400,000.00	\$ 187,772.80	\$ 176,887.43			
			91000005	\$ 1,135,339.77	\$ -	\$ 254,553.76	\$ 864,381.47			
CE_EMER Total				\$ 2,100,000.00	\$ 400,000.00	\$ 442,326.56	\$ 1,171,988.84	\$ 928,011.16	\$ 928,011.16	
CE_ENAS	Env. Assessment	2008	91000002	\$ 347,870.00	\$ 4,158.17	\$ 205,800.98	\$ 137,910.85			
			91000004	\$ -	\$ -	\$ -	\$ -			
			91000005	\$ 1,130.00	\$ -	\$ -	\$ 1,130.00			
CE_ENAS Total				\$ 349,000.00	\$ 4,158.17	\$ 205,800.98	\$ 139,040.85	\$ 209,959.15	\$ 209,959.15	
CE_ESRH	Escalator Rehab.	2008	Labor	\$ 556,239.73	\$ -	\$ -	\$ 283,432.85			
			91000002	\$ 1,278,420.79	\$ 595,790.12	\$ 14,039.96	\$ 102,875.27			
			91000004	\$ -	\$ -	\$ -	\$ -			
			91000005	\$ 215,321.47	\$ -	\$ 153,765.47	\$ 61,556.00			
CE_ESRH Total				\$ 2,049,981.99	\$ 595,790.12	\$ 167,805.43	\$ 447,864.12	\$ 1,602,117.87	\$ 600,000.00	\$ 1,002,117.87
CE_EVRH	Stat. Elev. Rehab.	2008	Labor	\$ 871,647.86	\$ -	\$ -	\$ 663,699.88			
			91000002	\$ 1,923,864.63	\$ 27,750.00	\$ -	\$ 764,650.65			
			91000005	\$ 251,956.64	\$ 249,317.64	\$ -	\$ 2,639.00			
CE_EVRH Total				\$ 3,047,469.13	\$ 277,067.64	\$ -	\$ 1,430,989.53	\$ 1,616,479.60	\$ 1,000,000.00	\$ 616,479.60
CE_FARE	Fare Collection Eqpt.	2008	Labor	\$ 624,543.50	\$ -	\$ -	\$ 501,527.82			
			91000002	\$ 5,674,346.29	\$ 190,384.87	\$ 3,837,915.63	\$ 1,338,545.79			
			91000004	\$ -	\$ -	\$ -	\$ -			
			91000005	\$ 110,110.21	\$ -	\$ 69,619.28	\$ 40,490.93			
CE_FARE Total				\$ 6,409,000.00	\$ 190,384.87	\$ 3,907,534.91	\$ 1,880,564.54	\$ 4,528,435.46	\$ 4,528,435.46	
CE_FIRE	Fire Syst. Rehab.	2008	Labor	\$ 798,840.00	\$ -	\$ -	\$ 594,278.04			
			91000002	\$ 4,412,017.49	\$ 18,061.87	\$ 517,820.05	\$ 3,686,135.57			
			91000004	\$ -	\$ -	\$ -	\$ -			
			91000005	\$ 51,329.68	\$ -	\$ 6,003.22	\$ 45,326.46			
CE_FIRE Total				\$ 5,262,187.17	\$ 18,061.87	\$ 523,823.27	\$ 4,325,740.07	\$ 936,447.10	\$ 936,447.10	
CE_HYBR	Hybrid/Diesel Bus Proc.	2008	91000002	\$ 712,072.20	\$ -	\$ 617,959.00	\$ -			
			91000004	\$ -	\$ -	\$ -	\$ -			
CE_HYBR Total				\$ 712,072.20	\$ -	\$ 617,959.00	\$ -	\$ 712,072.20	\$ 712,072.20	

Metro Matters FY08 Expenditures and Proposed Allocation for Urgent Unfunded

Project	Description	Bud Ref	Account	Budget	Pre-Encumbrance	Encumbrance	Expense	Unspent (Budget less Expenses)	Expenditure Manager Confirmed 4/17/08	Proposed Reallocation to Urgent Unfunded
CE_LEAK	Stat. Tun. Leak Mitig.	2008	Labor	\$ 2,572,352.00	\$ -	\$ -	\$ 1,399,941.54			
			91000002	\$ 916,846.26	\$ 22,987.31	\$ 50,129.60	\$ 24,994.70			
			91000004	\$ -	\$ -	\$ -	\$ -			
			91000005	\$ 15,855.74	\$ -	\$ 130.64	\$ 15,725.10			
CE_LEAK Total				\$ 3,505,054.00	\$ 22,987.31	\$ 50,260.24	\$ 1,440,661.34	\$ 2,064,392.66	\$ 2,064,392.66	
CE_LOCO	Locos. and Prime Movers	2008	91000002	\$ 3,931,952.87	\$ 3,931,952.87	\$ -	\$ -			
			91000004	\$ -	\$ -	\$ -	\$ -			
			91000005	\$ 134,400.00	\$ -	\$ -	\$ 134,400.00			
CE_LOCO Total				\$ 4,066,352.87	\$ 3,931,952.87	\$ -	\$ 134,400.00	\$ 3,931,952.87		\$ 3,931,952.87
CE_MATC	ML Rehab. ATC Wsde Eqpt	2008	Labor	\$ 2,242,340.00	\$ -	\$ -	\$ 1,699,703.26			
			91000002	\$ 4,854,977.53	\$ 923,877.00	\$ 1,345,907.44	\$ 792,300.56			
			91000004	\$ -	\$ -	\$ -	\$ -			
			91000005	\$ 1,643,682.47	\$ -	\$ 633,124.11	\$ 1,010,558.36			
CE_MATC Total				\$ 8,741,000.00	\$ 923,877.00	\$ 1,979,031.55	\$ 3,502,562.18	\$ 5,238,437.82	\$ 5,238,437.82	
CE_PLOT	Parking Lot Rehab.	2008	Labor	\$ 2,024,005.00	\$ -	\$ -	\$ 1,574,607.72			
			91000002	\$ 9,767,829.24	\$ 435,786.16	\$ 4,561,714.32	\$ 4,236,386.33			
			91000004	\$ -	\$ -	\$ -	\$ -			
			91000005	\$ 815,165.76	\$ 35,945.00	\$ 164,325.86	\$ 614,894.90			
CE_PLOT Total				\$ 12,607,000.00	\$ 471,731.16	\$ 4,726,040.18	\$ 6,425,888.95	\$ 6,181,111.05	\$ 6,181,111.05	
CE_PUMP	Drain. Pump./Sew. Ejt.	2008	Labor	\$ 655,330.14	\$ -	\$ -	\$ 514,809.29			
			91000002	\$ 762,225.35	\$ 257,493.49	\$ 394,956.75	\$ 109,775.11			
			91000005	\$ 724,928.47	\$ 580,425.00	\$ 35,395.81	\$ 109,107.66			
CE_PUMP Total				\$ 2,142,483.96	\$ 837,918.49	\$ 430,352.56	\$ 733,692.06	\$ 1,408,791.90	\$ 1,408,791.90	
CE_RCEH	Rail Car Enhancements	2008	91000002	\$ 338,985.00	\$ -	\$ -	\$ -			
			91000004	\$ -	\$ -	\$ -	\$ -			
CE_RCEH Total				\$ 338,985.00	\$ -	\$ -	\$ -	\$ 338,985.00	\$ 38,985.00	\$ 300,000.00
CE_RCOM	Comm. Systems Upgrade	2008	Labor	\$ 3,711,225.00	\$ -	\$ -	\$ 2,814,928.42			
			91000002	\$ 5,991,218.29	\$ 2,352,407.00	\$ 1,908,684.07	\$ 1,140,096.48			
			91000004	\$ -	\$ -	\$ -	\$ -			
			91000005	\$ 6,923,698.15	\$ 142,593.00	\$ 4,891,298.00	\$ 1,889,807.15			
CE_RCOM Total				\$ 16,626,141.44	\$ 2,495,000.00	\$ 6,799,982.07	\$ 5,844,832.05	\$ 10,781,309.39	\$ 8,281,309.39	\$ 2,500,000.00

Metro Matters FY08 Expenditures and Proposed Allocation for Urgent Unfunded

Project	Description	Bud Ref	Account	Budget	Pre-Encumbrance	Encumbrance	Expense	Unspent (Budget less Expenses)	Expenditure Manager Confirmed 4/17/08	Proposed Reallocation to Urgent Unfunded
CE_RMTN	MM Shops and Yards Exp	2008	Labor	\$ 6,370,795.85	\$ -	\$ -	\$ 4,384,014.19			
			91000002	\$ 20,535,929.81	\$ 424,661.00	\$ 811,289.98	\$ 12,549,492.58			
			91000004	\$ -	\$ -	\$ -	\$ -			
			91000005	\$ 21,086,274.34	\$ -	\$ 2,070,236.67	\$ 19,016,037.67			
CE_RMTN Total				\$ 47,993,000.00	\$ 424,661.00	\$ 2,881,526.65	\$ 35,949,544.44	\$ 12,043,455.56	\$ 5,043,455.56	\$ 7,000,000.00
CE_ROCS	ROCS Upgrade	2008	Labor	\$ 77,086.45	\$ -	\$ -	\$ 12,568.90			
			91000002	\$ 546,599.64	\$ 502,480.59	\$ -	\$ -			
			91000005	\$ 536,266.06	\$ -	\$ -	\$ 536,266.06			
CE_ROCS Total				\$ 1,159,952.15	\$ 502,480.59	\$ -	\$ 548,834.96	\$ 611,117.19	\$ 111,117.19	\$ 500,000.00
CE_ROWS	ROW Structural Rehab	2008	91000002	\$ 1,000,000.00	\$ 103,314.00	\$ 486,778.29	\$ 369,250.71			
CE_ROWS Total				\$ 1,000,000.00	\$ 103,314.00	\$ 486,778.29	\$ 369,250.71	\$ 630,749.29	\$ 630,749.29	
CE_RPBL	Repairables	2008	Labor	\$ 338,800.00	\$ -	\$ -	\$ 270,000.00			
			91000002	\$ 5,939,456.17	\$ 524,793.50	\$ 3,992,061.40	\$ 1,041,294.58			
			91000004	\$ -	\$ -	\$ -	\$ -			
			91000005	\$ 2,241,743.83	\$ 47,610.00	\$ 1,150,211.78	\$ 1,012,722.05			
CE_RPBL Total				\$ 8,520,000.00	\$ 572,403.50	\$ 5,142,273.18	\$ 2,324,016.63	\$ 6,195,983.37	\$ 6,195,983.37	
CE_RSEQ	Rail Support Equipment	2008	Labor	\$ 125,000.00	\$ -	\$ -	\$ 56,576.58			
			91000002	\$ 3,556,543.83	\$ 742,600.43	\$ 1,101,335.98	\$ 1,709,703.86			
			91000004	\$ -	\$ -	\$ -	\$ -			
			91000005	\$ 215,880.76	\$ 7,972.80	\$ 34,668.04	\$ 173,239.92			
CE_RSEQ Total				\$ 3,897,424.59	\$ 750,573.23	\$ 1,136,004.02	\$ 1,939,520.36	\$ 1,957,904.23	\$ 1,957,904.23	
CE_RSTP	MM Precision Stopping	2008	Labor	\$ 462,348.41	\$ -	\$ -	\$ 224,317.43			
			91000002	\$ 504,605.00	\$ 240.00	\$ 311,358.65	\$ 193,006.35			
			91000004	\$ -	\$ -	\$ -	\$ -			
			91000005	\$ 1,413,367.93	\$ -	\$ 1,046,468.27	\$ 366,899.66			
CE_RSTP Total				\$ 2,380,321.34	\$ 240.00	\$ 1,357,826.92	\$ 784,223.44	\$ 1,596,097.90	\$ 1,096,097.90	\$ 500,000.00
CE_RSVH	Non-revenue Vehicles	2008	91000002	\$ 589,308.22	\$ 532,454.00	\$ -	\$ 54,000.00			
			91000004	\$ -	\$ -	\$ -	\$ -			
			91000005	\$ 1,044,691.78	\$ -	\$ 201.60	\$ 1,044,490.18			
CE_RSVH Total				\$ 1,634,000.00	\$ 532,454.00	\$ 201.60	\$ 1,098,490.18	\$ 535,509.82	\$ 535,509.82	
CE_RTSP	MM Trct. Pwr. Substat.	2008	Labor	\$ 8,618,357.96	\$ -	\$ -	\$ 6,847,748.72			
			91000002	\$ 27,290,779.29	\$ 1,680,141.25	\$ 9,259,928.86	\$ 16,265,275.54			
			91000004	\$ -	\$ -	\$ -	\$ -			
			91000005	\$ 14,090,862.75	\$ 709,600.00	\$ 4,714,565.57	\$ 8,666,697.18			

Metro Matters FY08 Expenditures and Proposed Allocation for Urgent Unfunded

Project	Description	Bud Ref	Account	Budget	Pre-Encumbrance	Encumbrance	Expense	Unspent (Budget less Expenses)	Expenditure Manager Confirmed 4/17/08	Proposed Reallocation to Urgent Unfunded
CE RTPS Total				\$ 50,000,000.00	\$ 2,389,741.25	\$ 13,974,494.43	\$ 31,779,721.44	\$ 18,220,278.56	\$ 15,220,278.56	\$ 3,000,000.00
CE_RWEQ	Rail Work Equipment	2008	91000002	\$ 566,677.56	\$ 110,000.00	\$ -	\$ 8,197.77			
			91000005	\$ 421,802.81	\$ -	\$ 35,034.00	\$ 386,764.31			
CE_RWEQ Total				\$ 988,480.37	\$ 110,000.00	\$ 35,034.00	\$ 394,962.08	\$ 593,518.29	\$ 593,518.29	
CE_RWSH	Rail Car Washer Rehab.	2008	Labor	\$ -	\$ -	\$ -	\$ -			
			91000002	\$ 1,832,372.27	\$ 51,603.00	\$ 1,102,936.27	\$ 655,890.00			
			91000004	\$ -	\$ -	\$ -	\$ -			
CE_RWSH Total				\$ 1,832,372.27	\$ 51,603.00	\$ 1,102,936.27	\$ 655,890.00	\$ 1,176,482.27	\$ 1,176,482.27	
CE_SHOP	Gr., Shop and Ot. Eqpt-Bus	2008	Labor	\$ 5,500.00	\$ -	\$ -	\$ 5,492.22			
			91000002	\$ 976,907.45	\$ 186,696.80	\$ 285,226.69	\$ 499,755.24			
			91000004	\$ -	\$ -	\$ -	\$ -			
			91000005	\$ 89,592.55	\$ -	\$ 68,587.88	\$ 21,004.67			
CE_SHOP Total				\$ 1,072,000.00	\$ 186,696.80	\$ 353,814.57	\$ 526,252.13	\$ 545,747.87	\$ 545,747.87	
CE_SLAB	ROW Float. Slab Retrofit	2008	Labor	\$ 799,935.00	\$ -	\$ -	\$ 558,736.59			
			91000002	\$ 250,018.00	\$ -	\$ 43,848.35	\$ 15,327.20			
			91000004	\$ -	\$ -	\$ -	\$ -			
CE_SLAB Total				\$ 1,049,953.00	\$ -	\$ 43,848.35	\$ 574,063.79	\$ 475,889.21	\$ 475,889.21	
CE_STEH	Station Enhancement	2008	Labor	\$ 6,638,182.38	\$ -	\$ -	\$ 4,997,362.52			
			91000002	\$ 126,000.00	\$ -	\$ -	\$ -			
			91000004	\$ -	\$ -	\$ -	\$ -			
CE_STEH Total				\$ 6,764,182.38	\$ -	\$ -	\$ 4,997,362.52	\$ 1,766,819.86	\$ 1,766,819.86	
CE_STRC	ROW Struct. Rehab.	2008	Labor	\$ 4,817,624.00	\$ -	\$ -	\$ 3,395,766.54			
			91000002	\$ 4,644,199.26	\$ 87,898.90	\$ 1,508,707.86	\$ 2,341,307.26			
			91000004	\$ -	\$ -	\$ -	\$ -			
			91000005	\$ 2,877,042.68	\$ 927.40	\$ 1,212,312.93	\$ 1,658,036.35			
CE_STRC Total				\$ 12,338,865.94	\$ 88,826.30	\$ 2,721,020.79	\$ 7,395,110.15	\$ 4,943,755.79	\$ 4,613,755.79	\$ 330,000.00
CE_TPSG	Tract. Pwr. Switchgear	2008	Labor	\$ 1,682,742.00	\$ -	\$ -	\$ 1,192,336.50			
			91000002	\$ 4,917,258.00	\$ -	\$ 287,621.00	\$ 4,600,558.00			
CE_TPSG Total				\$ 6,600,000.00	\$ -	\$ 287,621.00	\$ 5,792,894.50	\$ 807,105.50	\$ 807,105.50	
CE_TPSS	ML Rehab. AC/TPSS/TBS	2008	Labor	\$ 601,474.00	\$ -	\$ -	\$ 323,914.48			
			91000002	\$ 1,837,237.57	\$ 100,000.01	\$ 162,474.12	\$ 1,557,352.93			
			91000005	\$ 710,288.43	\$ 73,499.99	\$ 607,242.86	\$ 29,545.58			
CE_TPSS Total				\$ 3,149,000.00	\$ 173,500.00	\$ 769,716.98	\$ 1,910,812.99	\$ 1,238,187.01	\$ 1,238,187.01	

Metro Matters FY08 Expenditures and Proposed Allocation for Urgent Unfunded

Project	Description	Bud Ref	Account	Budget	Pre-Encumbrance	Encumbrance	Expense	Unspent (Budget less Expenses)	Expenditure Manager Confirmed 4/17/08	Proposed Reallocation to Urgent Unfunded
CE_TRAC	ROW Track Rehab.	2008	Labor	\$ 9,559,166.00	\$ -	\$ -	\$ 6,309,762.23			
			91000002	\$ 8,442,062.89	\$ 347,186.40	\$ 2,647,056.43	\$ 4,031,875.98			
			91000004	\$ -	\$ -	\$ -	\$ -			
			91000005	\$ 843,125.11	\$ -	\$ 477,688.65	\$ 365,436.46			
CE_TRAC Total				\$ 18,844,354.00	\$ 347,186.40	\$ 3,124,745.08	\$ 10,707,074.67	\$ 8,137,279.33	\$ 6,637,279.33	\$ 1,500,000.00
CE_TUNN	Stat. and Tunn. Rehab.	2008	Labor	\$ 1,078,884.00	\$ -	\$ -	\$ 806,774.17			
			91000002	\$ 4,381,116.00	\$ 1,038,000.00	\$ 1,717,090.18	\$ 1,451,563.82			
			91000004	\$ -	\$ -	\$ -	\$ -			
			91000005	\$ 1,495,012.00	\$ -	\$ 599,947.00	\$ 895,065.00			
CE_TUNN Total				\$ 6,955,012.00	\$ 1,038,000.00	\$ 2,317,037.18	\$ 3,153,402.99	\$ 3,801,609.01	\$ 3,801,609.01	
CE_UPSR	Unint. Pwr. Supply	2008	Labor	\$ 183,233.91	\$ -	\$ -	\$ 175,055.68			
			91000002	\$ 1,318,685.00	\$ 6,900.00	\$ 683,785.00	\$ 628,000.00			
			91000004	\$ -	\$ -	\$ -	\$ -			
			91000005	\$ 92,081.09	\$ -	\$ 92,081.09	\$ -			
CE_UPSR Total				\$ 1,594,000.00	\$ 6,900.00	\$ 775,866.09	\$ 803,055.68	\$ 790,944.32	\$ 790,944.32	
CE_YARD	Rail/Bus Stc.,Fd Bs,Yds	2008	Labor	\$ 887,614.01	\$ -	\$ -	\$ 869,040.20			
			91000002	\$ 1,663,861.34	\$ 15,591.30	\$ 506,310.41	\$ 1,141,959.63			
			91000004	\$ -	\$ -	\$ -	\$ -			
			91000005	\$ 1,204,624.65	\$ -	\$ 270,503.80	\$ 934,120.85			
CE_YARD Total				\$ 3,756,100.00	\$ 15,591.30	\$ 776,814.21	\$ 2,945,120.68	\$ 810,979.32	\$ 810,979.32	
CF_6RPU	6000 Ser. Rail Car Opt.	2008	Labor	\$ 4,945,716.68	\$ -	\$ -	\$ 3,075,021.13			
			91000002	\$ 64,472,878.43	\$ -	\$ 5,656,795.76	\$ 58,816,082.67			
			91000004	\$ -	\$ -	\$ -	\$ -			
			91000005	\$ 26,352,972.89	\$ -	\$ -	\$ 26,352,972.89			
CF_6RPU Total				\$ 95,771,568.00	\$ -	\$ 5,656,795.76	\$ 88,244,076.69	\$ 7,527,491.31	\$ 7,527,491.31	
Grand Total				\$ 385,581,693.62	\$ 18,335,603.05	\$ 81,140,573.03	\$ 249,461,758.98	\$ 136,119,934.64	\$ 111,339,384.30	\$ 24,780,550.34
								Remaining Project \$\$ Not Available:	CE_LOCO	\$ 3,931,952.87
									CE_RCEH	\$ 300,000.00
									CE_ROCS	\$ 500,000.00
									CE_RSTP	\$ 500,000.00
									Subtotal	\$ 5,231,952.87
									Available	\$ 19,548,597.47

Metro Matters FY09-FY10
Proposed Reallocation for Urgent Unfunded

	P/S Code	FY09 Proposed	FY09 Required	FY09 Undesignated	FY10 Proposed	FY10 Required	FY10 undesignated
Metro Matters Program							
Infrastructure Renewal Program (IRP)							
Rolling Stock: Bus							
• Advanced Technology Diesel Replacement	CF(E)_DIES						
• Bladensburg Maintenance Facility	CF(E)_BLAD						
• Bus Replacement	CF(E)_BPUR						
• CNG Modifications	n/a						
• Hybrid/Diesel Bus Procurement	CF(E)_HYBR	124,776,866.00	124,776,866.00		61,500,541.00	61,500,541.00	
Subtotal: Rolling Stock Bus		124,776,866.00			61,500,541.00		
Rolling Stock: Rail							
• Rail Car Enhancements	CF(E)_RCEH						
• 1000 Series Rail Car Rehabilitation	CF(E)_1KML						
• 2000/3000 Series Rail Car Rehabilitation	CF(E)_23ML	10,548,500.00	10,548,500.00		4,419,900.00	4,419,900.00	
• 4000 Series Breda Car Rehabilitation	CF(E)_4KML				3,000,000.00	3,000,000.00	
• 5000 Series Rail Car Procurement	n/a						
• 9000 Series Rail Car Procurement	CF(E)_9RPU				1,000,000.00	1,000,000.00	
Subtotal: Rolling Stock Rail		10,548,500.00			8,419,900.00		
Passenger Facilities							
• Mechanical Systems Rehabilitation							
› Drainage Pumping / Sewer Rehabilitation	CF(E)_PUMP	1,000,000.00	1,000,000.00				
› Fire System Rehabilitation	CF(E)_FIRE	10,953,000.00	10,953,000.00		9,184,000.00	9,184,000.00	
› Station and Tunnel Rehabilitation	CF(E)_TUNN	5,900,000.00	2,900,000.00	3,000,000.00	1,883,000.00	1,883,000.00	
› Station Chiller Rehabilitation	CF(E)_CHLR	4,000,000.00	4,000,000.00		1,000,000.00	1,000,000.00	
Subtotal		21,853,000.00			12,067,000.00		
• Parking Lot Rehabilitation	CF(E)_PLOT	5,241,000.00	3,841,000.00	1,400,000.00	4,009,000.00	2,009,000.00	2,000,000.00
• Station Enhancement Program	CF(E)_STEH	6,545,000.00	6,545,000.00		6,676,000.00	6,676,000.00	
• Vertical Transportation Rehabilitation							
› Elevator and Escalator Maintenance	CF(E)_EEMN	8,598,709.00	5,598,709.00	3,000,000.00	5,309,963.00	2,309,963.00	3,000,000.00
› Elevator Rehabilitation	CF(E)_EVRH	3,509,233.00	1,009,233.00	2,500,000.00	4,300,000.00		4,300,000.00
› Escalator Rehabilitation	CF(E)_ESRH	11,193,150.00		11,193,150.00	12,255,174.00	3,600,000.00	8,655,174.00
Subtotal		23,301,092.00			21,865,137.00		
Subtotal: Passenger Facilities		56,940,092.00			44,617,137.00		
Maintenance Facilities							
• Bus and Rail Support Equipment							
› Bus Support Equipment	CF(E)_SHOP	1,008,000.00	1,008,000.00		1,286,000.00	1,286,000.00	
› Bus Washer Rehabilitation	CF(E)_BWSH						
› Bus Work Equipment / Bus Life Enhancem't	CF(E)_BWEQ	500,000.00	500,000.00				
› Non-Revenue Vehicles	CF(E)_RSVH	1,763,465.73	1,763,465.73		1,538,000.00	1,538,000.00	
› Rail Car Washer Rehabilitation	CF(E)_RWSH	2,000,000.00	2,000,000.00				
› Rail Support Equipment	CF(E)_RSEQ	3,513,000.00	3,513,000.00		2,887,000.00	2,887,000.00	
› MTPD Equipment & Infrastructure (FY08 & on)	CF(E)_MNSP	2,000,000.00			2,000,000.00		
› ROCS Upgrade	CF(E)_ROCS						

Metro Matters FY09-FY10
Proposed Reallocation for Urgent Unfunded

	P/S Code	FY09 Proposed	FY09 Required	FY09 Undesignated	FY10 Proposed	FY10 Required	FY10 undesignated
› Management Information Equipment	CF(E)_INFO	1,500,000.00			1,500,000.00		
› Support Equipment - Other Offices (Stops FY08)	CF(E)_MNSP						
› Support Equipment - Other Offices (FY08 & on)	CF(E)_SEQT	1,000,000.00			1,000,000.00		
Subtotal		13,284,465.73			10,211,000.00		
• Rail Work Equipment and Locomotives							
› Locomotives and Prime Movers	CF(E)_LOCO	4,756,100.00	4,756,100.00		2,753,000.00	2,753,000.00	
› Rail Work Equipment Rehabilitation	CF(E)_RWEQ						
Subtotal		4,756,100.00			2,753,000.00		
• Repairables	CF(E)_RPBL	4,593,000.00	4,593,000.00		4,645,000.00	4,645,000.00	
• Structures, Field Bases, Yards, and Shops							
› MPTD Police Station	CF(E)_MPTD						
› Emergency Construction	CF(E)_EMER						
› Environmental Assessments	CF(E)_ENAS	1,021,000.00	1,021,000.00		232,000.00	232,000.00	
› Rail / Bus Structures, Field Offices & Yards	CF(E)_YARD	2,459,900.00	2,459,900.00		3,000,000.00	3,000,000.00	
Subtotal		3,480,900.00			3,232,000.00		
Subtotal: Maintenance Facilities		26,114,465.73			20,841,000.00		
Systems							
• ATC and Power Systems Rehabilitation							
› AC Power Control Systems	CF(E)_PCON						
› Communication Systems Upgrade	CF(E)_RCOM	6,415,000.00	6,415,000.00		3,195,000.00	3,195,000.00	
› Mid-Life Rehabilitation AC / TPSS / TBS	CF(E)_TPSS	4,165,000.00	2,165,000.00	2,000,000.00	3,924,000.00	1,924,000.00	2,000,000.00
› Mid-Life Rehabilitation ATC	CF(E)_MATC	5,233,000.00	5,233,000.00		8,461,000.00	7,661,000.00	800,000.00
› Traction Power Switchgear	CF(E)_TPSG	6,000,000.00	6,000,000.00		6,000,000.00	6,000,000.00	
Subtotal		21,813,000.00			21,580,000.00		
• Fare Collection Equipment	CF(E)_FARE	5,000,000.00	5,000,000.00		3,900,000.00	3,900,000.00	
• Regional Fare Integration	CF(E)_RFAR	1,000,000.00					
• UPS and Electrical Systems Rehabilitation							
› Electrical Systems Rehabilitation	CF(E)_ELCR	2,837,000.00	1,337,000.00	1,500,000.00	2,375,000.00	875,000.00	1,500,000.00
› UPS System Replacement	CF(E)_UPSR	1,987,000.00	987,000.00	1,000,000.00	2,222,000.00	1,222,000.00	1,000,000.00
Subtotal		4,824,000.00			4,597,000.00		
Subtotal: Systems		32,637,000.00			30,077,000.00		
Track and Structures							
• Right-of-Way Track and Structures Rehabilitation							
› ROW Floating Slabs	CF(E)_SLAB	1,099,451.00	1,099,451.00		1,156,424.00	1,156,424.00	
› ROW Structural Rehabilitation	CF(E)_STRC	4,655,375.00	4,000,000.00	655,375.00	3,346,653.00	3,000,000.00	346,653.00
› ROW Structural Rehabilitation	CF(E)_ROWS	14,978,000.00	11,978,000.00	3,000,000.00	9,744,000.00	2,912,660.00	6,831,340.00
› ROW Track Rehabilitation	CF(E)_TRAC	28,786,468.00	15,000,000.00	13,786,468.00	20,416,988.00	16,000,000.00	4,416,988.00
Subtotal		49,519,294.00			34,664,065.00		
• Station and Tunnel Leak Mitigation	CF(E)_LEAK	3,129,523.00	3,000,000.00	129,523.00	3,219,100.00	3,190,100.00	29,000.00
Subtotal: Track and Structures		52,648,817.00			37,883,165.00		

Metro Matters FY09-FY10
Proposed Reallocation for Urgent Unfunded

	P/S Code	FY09 Proposed	FY09 Required	FY09 Undesignated	FY10 Proposed	FY10 Required	FY10 undesignated
Information Technology							
<ul style="list-style-type: none"> • Information Technology <ul style="list-style-type: none"> › IT Infrastructure Support › IT Renewal Program 	CF(E)_ITIS CF(E)_IFRA						
Subtotal: Information Technology		12,450,000.00			10,000,000.00		
Preventive Maintenance							
<ul style="list-style-type: none"> • Preventive Maintenance 	CF(E)_PVMN	20,700,000.00			20,700,000.00		
Transfer Beyond MM							
A. Subtotal IRP							
B. Non-IRP Metro Matter Elements							
Metro Matters Rail Car Program							
<ul style="list-style-type: none"> • 122 Rail Cars (6000-Series) • Facilities <ul style="list-style-type: none"> › Brentwood Rail Yard › Greenbelt Rail Yard › Shady Grove Rail Yard • Systems <ul style="list-style-type: none"> › Precision Stopping › Traction Power 	CF_6RPU CF(E)_RMTN CF(E)_RSTP CF(E)_RTPS	8,028,900.00 12,300,000.00 1,428,400.00 30,000,000.00	8,028,900.00 12,300,000.00 1,428,400.00 30,000,000.00		11,119,100.00 3,124,000.00 17,599,771.37 17,599,771.37	11,119,100.00 3,124,000.00 5,599,771.37	12,000,000.00
Subtotal		31,428,400.00			17,599,771.37		
B. Subtotal: Rail Car Program		51,757,300.00			31,842,871.37		
C. Metro Matters Bus Program							
<ul style="list-style-type: none"> • 185 Buses • Garage Facility • Customer Facilities <ul style="list-style-type: none"> › Bus Stop Improvements › Transit Centers with ITS 	CF(E)_BSPU CF(E)_BGAR CF(E)_BFAC	2,850,000.00 4,000,000.00	2,850,000.00		1,360,000.00		
C. Subtotal: Bus Program		6,850,000.00			1,360,000.00		
E. Program Management							
Total:Undesignated			309,608,524.73	43,164,516.00		183,802,459.37	46,879,155.00

Total Undesignated

90,043,671.00