



Finance, Administration and Oversight Committee

Information Item IV-A

May 14, 2009

Total Capital Budget Review

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

<input type="radio"/> Action <input checked="" type="radio"/> Information	MEAD Number:	Resolution: <input type="radio"/> Yes <input checked="" type="radio"/> No
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TITLE:

Capital Budget Review Continuation

PURPOSE:

Continue the Board's Finance, Administration and Oversight (FAO) Committee's review of the Capital Budget with a look at American Recovery and Reinvestment Act (ARRA) and other capital projects.

DESCRIPTION:

On April 9, 2009 the FAO Committee received the first of two presentations on the Capital Budget, with a review of the Metro Matters Program. This second presentation provides a review of two other aspects of the Capital Budget - ARRA and other capital projects.

FUNDING IMPACT:

No impact on funding

RECOMMENDATION:

Not applicable.

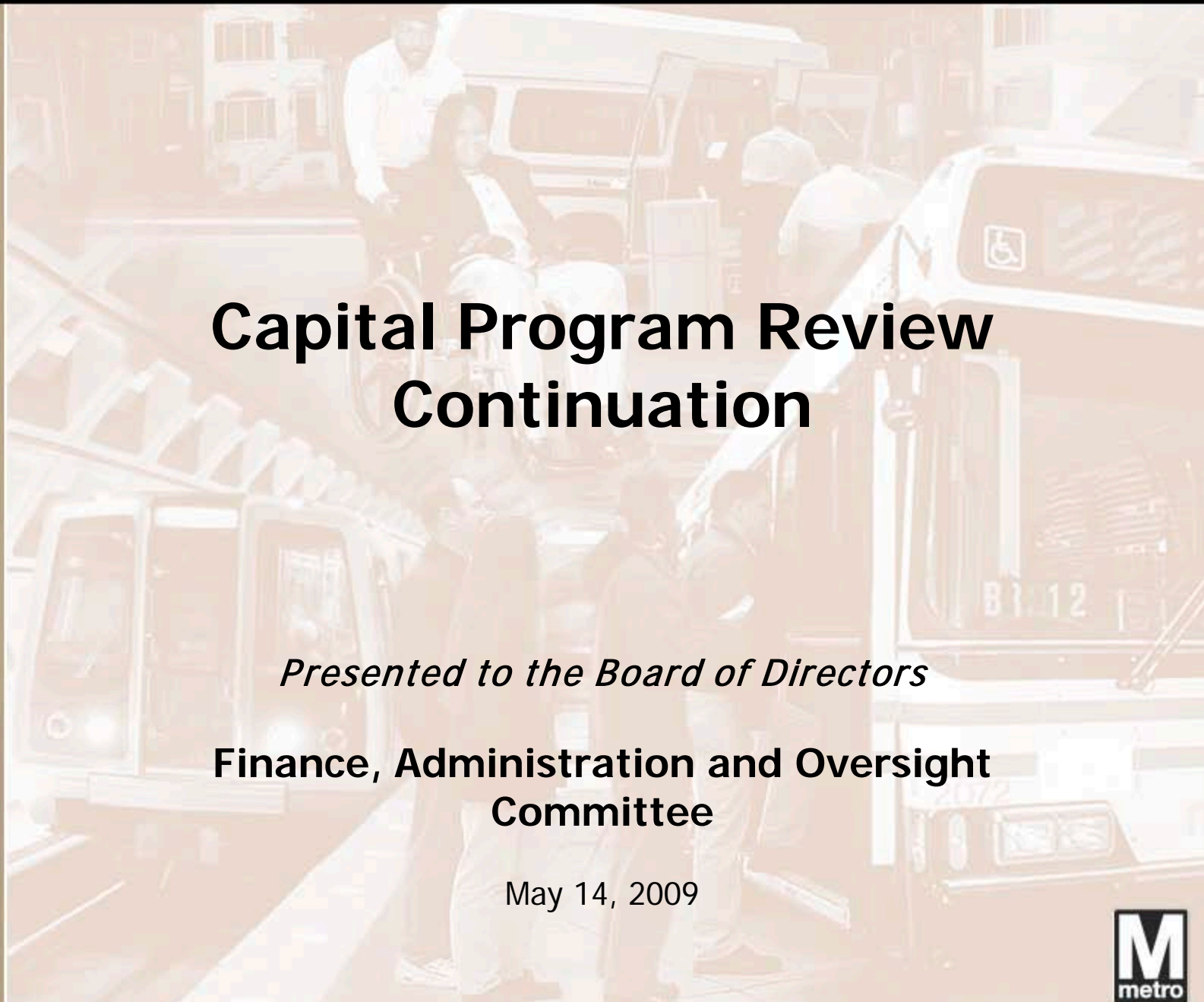


Capital Program Review Continuation

Presented to the Board of Directors

**Finance, Administration and Oversight
Committee**

May 14, 2009

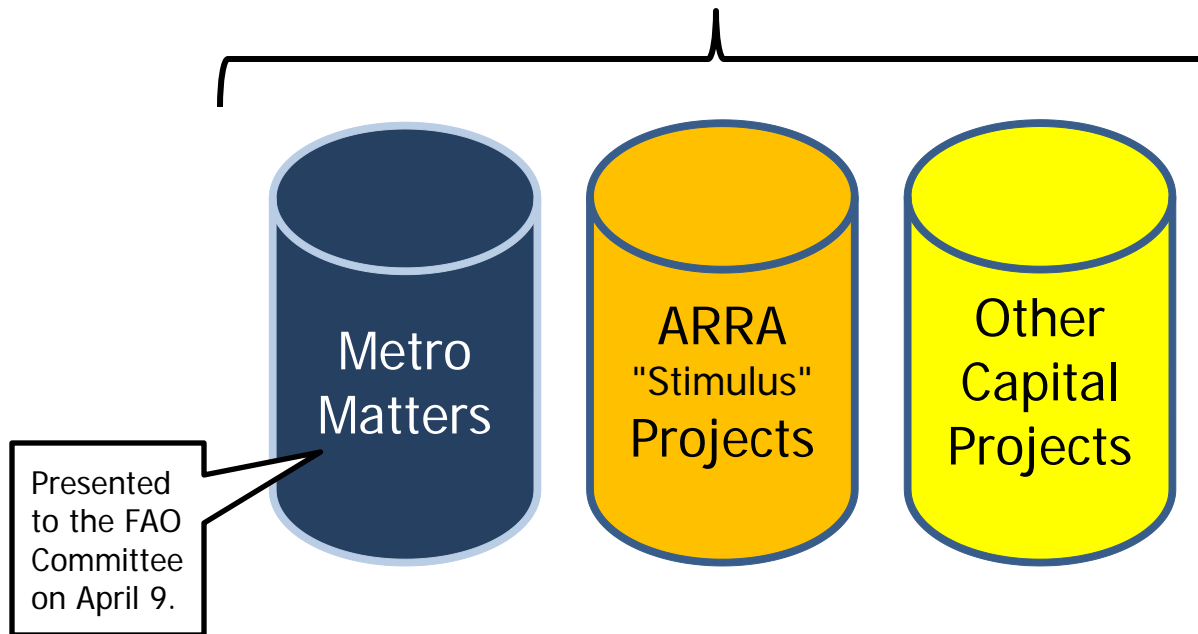




Purpose

- Provide a review of the capital programs not covered in Metro Matters

Capital Improvement Program





American Recovery and Reinvestment Act (ARRA)



American Recovery and Reinvestment Act

1. The American Recovery and Reinvestment Act (ARRA) was signed into law by President Obama on February 17, 2009.
 - ARRA's total appropriation is \$787 billion
 - The Washington DC regional allocation is approximately \$230 million
 - Metro's portion of the Regional allocation is \$202 million
2. The President has made it clear that all recovery funds must be subject to "unprecedented" levels of transparency and accountability pursuant to the below crucial objectives.
 - Awarded and distributed in prompt, fair, and reasonable manner
 - Recipients and uses of funds transparent to the public; and the public benefits of funds are reported clearly, accurately, and in a timely manner
 - Funds used for authorized purposes and steps taken to prevent fraud, waste, error, and abuse
 - Projects using recovery funds avoid unnecessary delays and cost overruns
 - Programs meet specific goals and targets; and contribute to improved performance on broad economic indicators



Metro's Prioritized Recovery Projects

Project	Amount (millions)
Replacement of Oldest Buses	\$ 27
New Bus Body and Paint Shop	30
Replacement of Southeastern Bus Garage	31
Heavy-Duty Track Equipment	12
Replacement of Crumbling Platforms	16
Upgrade 3 (Three) Oldest Stations and Systems	12
MetroAccess Fleet Expansion and Replacement	4
Bus Garage Facility Repairs	8
Heavy Duty Locomotives for Maintenance	8
Service Vehicle Replacement	6
Sensitive Data Protection Technology	5
60-Ton Crane for Track Work	4
Track Welding Program to Repair Defects	4
Additional SmarTrip Fare Machines	4
Bus Real-Time, Route and Schedule Systems	3
Bus Garage Security Upgrade	3
Communications Equipment for Operations Control Center	3
Bus Replacement Components	3
Update Platform Real-Time Signs	3
Emergency Tunnel Evacuation Carts	1
Power Tool Equipment Replacement	2
Document Management System	2
Bus Engine Fluid Alert System	2
Track Pad/Shock Absorber Rehab - ROW Grout Pad Program	1
Metro Center Sales Office Replacement	1
Underground Communications Radios	1
Kiosk & Train Control Computers	1
Additional Station Alarm / Chemical Sensors	4
Financial System Integration	5
	<hr/>
	\$ 202



Accomplishments

- Financial Systems have been set up for ARRA projects
- Staff has been trained on procedures required for reporting purposes
- ARRA grants have been submitted to FTA and are awaiting FTA to award :
 - Estimated award date for Fixed Guideway Infrastructure Investment Program (\$18 million) is June 9
 - Estimated award date for Transit Capital Assistance (\$184 million) is June 24 to July 5
- Approximately 80% of ARRA Request for Proposals (RFP) have been issued and waiting for responses from contractors
- Metro Recovery Act website is: <http://www.wmata.com/stimulus/>



Other Capital Projects



Other Capital Projects

Other Capital Projects

(dollars in millions)

<u>Program</u>	<u>Budget Authority</u>	<u>Expenditures</u>	<u>Obligations</u>	<u>Available Budget Authority</u>
Reimbursable Projects:				
(FY 1999 to Present)				
• District of Columbia	\$ 223.6	\$ 205.5	\$ 7.6	\$ 10.4
• Maryland	652.1	604.0	2.6	45.5
• Virginia	499.9	208.5	5.3	286.1
• Regional	222.8	129.2	13.7	79.9
Subtotal	\$ 1,598.4	\$ 1,147.2	\$ 29.2	\$ 422.0
Other Capital Projects / Construction				
(FY 1969 to Present)	10,399.1	10,276.6	32.0	90.5
Total	\$ 11,997.5	\$ 11,423.8	\$ 61.2	\$ 512.5



Reimbursable Projects

- Reimbursable Projects include projects, not funded by Metro Matters, that were originated from separate funding sources typically arranged by a local jurisdiction. The most common of these projects are station improvements for access and capacity or system expansion.

Examples:

- New entrance at the Navy Yard station and the New York Ave-Florida Ave infill station (District of Columbia)
- Blue Line was extended 3.2 miles to the Largo Town Center (Maryland)
- Shirlington Bus Transit Facility was completed and a parking structure at the Huntington station (Virginia)



Other Capital Projects

- Other Capital Projects include projects associated with the construction of the Metrorail system, infrastructure renewal projects not funded by Metro Matters, service enhancements funded by federal, state and local grants, and security projects funded by the federal government.



Going Forward

- Combine all programs into one capital program
- Develop a Metro website that tracks the performance of all capital projects (similar to MDOT & VDOT)
- Establish Policy Initiatives for reprogramming of projects
- Develop recommendations for new contract authority levels
- Financial Systems Integration project will integrate the accounting, tracking, procurement, and cash management systems