



**Finance, Administration and Oversight Committee**

**Information Item III-B**

**October 11, 2007**

**Capital Improvement Program Funding  
Requirements**

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

Action  
 Information

MEAD Number:

Resolution:  
 Yes  No

**PURPOSE**

To present the Board of Directors with policy questions for funding new and expanded capital projects in the Capital Improvement Program (CIP).

**DESCRIPTION**

The currently approved CIP funds a defined set of projects. An increasing need for new and expanded capital repair and maintenance projects exists. There is no identified funding source to pay for these projects which total \$121 million. The Board of Directors could decide to amend the Metro Matters Funding Agreement with additional jurisdictional funding for either additional debt service or to pay for the projects directly, or funding for these projects could be provided through fare increases, service cuts or subsidy increases.

**NEXT STEPS**

There is no recommendation at this time. As the FY09 budget process unfolds, staff will endeavor to identify and recommend funding sources for these projects.



# Capital Improvement Program (CIP) Funding Requirements

*Presented to the Board of Directors:*

**Finance, Administration and Oversight  
Committee**

October 11, 2007



# CIP Funding Requirements

---

- **Metro Matters is a joint agreement, signed by the local jurisdictions, that guarantees funding to Metro in exchange for Metro's delivery of clearly identified projects**
- **The Metro Matters capital budget was established in FY05 and is on target to complete in FY10**
- **Since FY05, there has been no new funding identified for capital maintenance and repair or for expansion of existing projects with high priority needs**



# Capital Projects Required

---

## Project Funding Needs:

1. Bus Garage Replacement	\$ 50
2. Police Training Facility	12
3. Rail Power System Repair	25
4. Information Technology and Security	18
5. Station Platform Edge Repair	3
6. Railcar Washers Rehabilitation	5
7. Bus Garage Renovations	5
8. ADA Compliance at Rail Stations	2
8. Smartcard System Capabilities	1

Total \$ 121

**\$ Millions**

Note: Specific detail for each project is contained in the appendix



# Policy Considerations

---

**Without dedicated funding, or increased federal grants there are a few ways to increase funding**

- **Amend the Metro Matters Funding Agreement to include the new and expanded projects with additional jurisdictional funding for either additional debt service or to pay for the projects directly**
- **Issue debt with repayment to come from:**
  - **Increased customer fares**
  - **Bus and rail service cuts**
  - **Subsidy Increases**



# Next Steps

---

- **There is no recommendation at this time**
- **Staff will try to identify and recommend funding sources for the new and expanded projects during the FY09 budget process**



## Appendix





# Capital Project Funding Requirement #1

---

**Bus Garage Replacement**

**\$50 Million**

- **Bus capacity increase from 114 to 250 buses**
- **Space for Southeastern, Royal and expansion buses**
- **Facility provides for alternative fueling with CNG**
- **Provides an environmentally friendly (LEED Silver) facility**



## Capital Project Funding Requirement #2

---

### Police Training Facility

**\$12 Million**

- **MTPD does not own a firearms training facility, and uses firearms ranges of other police agencies**
- **Available range dates are diminishing and will be virtually non-existent in 2008**
- **The challenge is to re-qualify all officers in FY08**
- **Officers who do not re-qualify will be decertified**
- **Decertified officers cannot perform police duties**
- **Space is available at the new Southeastern Bus Garage**
- **Overtime will be reduced with new facility**



# Capital Project Funding Requirement #3

---

## Rail Power System Repair

**\$25 Million**

- **Rail geometry vehicle for preventative maintenance and repairs**  
Examples: ultra-sound technology for detecting rail cracks, 3-D profiling for measuring track gauge and third rail alignment, thermal imaging for checking excessive heat loads to equipment such as track stud bolts and power insulators
- **Portable backup emergency power substations**  
Example: When fixed traction power substation goes down these units would be mobilized to the site until repairs were made
- **Traction power substation event records**  
Example: Monitors and records quality and levels of power being delivered to Metrorail from the electric companies
- **Begin upgrading material technology**  
Example: Items such as new track stud bolts, insulators, power return leads and maintenance equipment should be replaced to gain benefits of technology improvements



# Capital Project Funding Requirement #4

---

## Information Technology and Security

**\$18 Million**

- Major Information Technology (IT) systems have been replaced:  
PeopleSoft (financial systems and human resources)  
Maximo (inventory and operations maintenance)  
Trapeze (bus and rail scheduling)
- Underlying support technology not sufficient to carry workload  
Business processes are being slowed
- Network communications  
Unreliable, outdated technology, expensive to maintain
- Data security risk  
Credit card system upgrades required to protect customers



## Capital Project Funding Requirement #5

---

### Station Platform Edge Repair

**\$3 Million**

- A pilot project to replace portions of the deteriorated platform at Minnesota Avenue and Deanwood Stations was approved by the Board
- The project included a new method to install pre-cast platform sections that had never been attempted during operating hours
- This method was selected due to the limited time available during non-operating hours
- The contracting process has resulted in one proposal, well above the original approved budget of \$3 million
- To obtain additional proposals the contract will be re-advertised for the base work at the two stations with options for work at up to nine more stations



# Capital Project Funding Requirement #6

---

## Rail Car Washer Rehabilitation

\$5 Million

- In June 2006, the Board approved reprogramming \$6 million in uncommitted capital funds for rehabilitating the rail car wash facilities at West Falls Church and Alexandria rail yards
- These rail car wash facilities, along with four others, needed to be rehabilitated in order to meet environmental regulations and to accommodate eight-car trains
- The \$5 million will fund:
  - Rehabilitation of the four remaining facilities (Branch Avenue, Glenmont, Greenbelt, and Shady Grove)
  - Design and construction of a rail car hand-washing facility



# Capital Project Funding Requirement #7

---

## Bus Garage Renovation

**\$5 Million**

- **APTA peer review of Metrobus operations recommended repairing maintenance facilities: restrooms and locker rooms**
- **Work to be performed is basic refurbishment (e.g. tile re-grouting, toilet replacements, repair of lockers, better lighting, sinks, showers, ceiling tiles, etc.)**
- **Typical cost per facility is less than \$1 million each**
- **Garages that may be replaced or rebuilt will be skipped**



# Capital Project Funding Requirement #8

---

**ADA Compliance at Rail Stations**

**\$2 Million**

- **Twenty eight Metrorail stations are not currently equipped with “Bumpy Domes”**
- **Five of those stations are currently scheduled for rehabilitation/rebuilding and bumpy domes will be installed along the platform edges**
- **Metro is in compliance with the ADA laws on all of the remaining twenty three stations**
- **Expansion of this program increase customer safety by potentially preventing accidents**
- **At the rate of less than \$1 million per station the next four stations on the un-equipped list could be converted**





# Capital Project Funding Requirement #9

---

## Smart Card System Capabilities

**\$1 Million**

- **Action allows the Metrobus fare collection system to be upgraded earlier than originally scheduled with key benefits including:**
  - **Advanced delivery of autoload and pass products to SmarTrip bus customers**
  - **Accelerate transition from Metrochek to SmartBenefits for bus customers**
  - **Aligns Metrobus to parity level with systems of regional bus operators**
- **Further software improvements at the card, reader and back-end levels are necessary to advance the existing regional SmarTrip program**
  - **Contactless smart card industry is advancing at a rapid pace**
  - **SmarTrip is a first generation smart card system**
  - **Nationally, transit fare collection is migrating to a banking industry model**
  - **Aligning SmarTrip to the open payments model will position program to capture efficiencies and operational savings**
- **\$1 million will pay for additional work to advance delivery of fare products for Metrobus and develop key infrastructure for moving toward open payment systems**