

## **ITEM 14 - Notice**

May 19, 2010

Notice of Proposed Amendment to the FY 2010-2015 TIP to Update Project Information on Use of New Federal Funding for the Washington Metropolitan Area Transit Authority (WMATA)

On November 6, 2009, the TPB Steering Committee approved an amendment to the FY 2010-2015 TIP to include up to \$150 million per year in new federal funding beginning in FY 2011. Notice is provided that WMATA has requested an amendment to the FY 2010-2015 TIP to update information on use of the funds for a number of projects including system safety improvements, rail car replacement, track maintenance, and system infrastructure rehabilitation.

The Board will be asked to approve this amendment at the June 16, 2010 meeting.



April 28, 2010

The Honorable Peter M. Rogoff  
Administrator  
Federal Transit Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Administrator Rogoff:

As required by the Consolidated Appropriations Act, Fiscal Year 2010 (P.L. 111-117) I am writing to provide you with a list of the specific projects that the Washington Metropolitan Area Transit Authority (WMATA) proposes to undertake using funding appropriated pursuant to Section 601 of the Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432). As you know, that Section authorizes the Secretary of Transportation to make grants to WMATA for the purpose of financing in part the capital and preventive maintenance projects included in WMATA's Board-approved Capital Improvement Program (CIP). Section 601 further specifies that such funds shall be used for the maintenance and upkeep of the systems of the Transit Authority, and the Consolidated Appropriations Act provides additional guidance regarding the use of the funds, which must be targeted to projects that will improve the safety of the system.

The projects presented for your review, which are included with this letter as "**Enclosure A, PRIIA Funded Projects**," have been through a rigorous vetting and prioritization process using state-of-the-art decision analysis and decision support tools. These projects were identified for funding under P.L. 110-432 based on the high scores these projects received on an evaluation measure of "improving employee and customer safety."

The projects presented in **Enclosure A** range across the spectrum of WMATA's rail capital needs. They include railcar fleet replacement and rehabilitation, track safety improvements, track equipment, major rail line segment overhaul, preventive maintenance, track signal improvements, and implementation of recommendations that may be included in the final report of the National Transportation Safety Board on the June 22, 2009 Metrorail accident. All of

Washington  
Metropolitan Area  
Transit Authority

600 Fifth Street, NW  
Washington, DC 20001  
202/962-1234

By Metrorail:  
Judiciary Square—Red Line  
Gallery Place-Chinatown—  
Red, Green and  
Yellow Lines  
By Metrobus:  
Routes D1, D3, D6, P6,  
70, 71, 80, X2

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these projects would have a direct positive impact on the safety of the system and would support WMATA's efforts to maintain our system in a state of good repair.

These projects have been included in draft CIP materials presented to the WMATA Board for approval, which we anticipate would occur prior to a grant award, as required by Section 601 of P.L. 110-432. As we progress toward making a formal application for the grant from FTA, we are seeking your determination that the intended uses are consistent with P.L. 110-432 and P.L. 111-117. If you should have any questions regarding the projects for which WMATA is seeking Federal funds, please do not hesitate to contact me directly.

Sincerely,

A handwritten signature in cursive script, appearing to read "Richard Sarles".

Richard Sarles  
General Manager

Enclosure

**Enclosure A, PRIIA Funded Projects**

Total Projects Value, \$300 million. All budgets in \$million.

Project Name	Project Description	FFY2010 Budget
<b>Track Welding Program</b>	These funds will provide for the welding of approximately 500 open running rail joints throughout the Metrorail system and to purchase flash butt welding kits. The track welding program will improve the electrical conductivity of the rail, eliminate joint defects, reduce noise and wear, reduce maintenance and inspection costs, and eliminate cross tie fires.	\$ 1.5
<b>Track Floating Slab Rehabilitation</b>	These funds will be utilized to replace failed isolation pads and restore the track structure to the proper elevation for 2,700 linear feet of floating slabs between Benning Road and Addison Road Metrorail Stations. Floating slab drilling and jacking equipment will be purchased. This rehabilitation prevents services delays and speed restrictions due to differential settlement of the track structure and reduces noise and vibration to the surrounding building and structures.	1.7
<b>Replacement of Rail Track Signage</b>	These funds will be utilized to procure and install 3,000 markers and 500 safety signs to replace old, illegible rail track graphic signs and various other signs indicating locations and warnings to employees, emergency responders, and the general public. Track graphics are essential for safe operations and emergency responses. Many signs throughout the Metrorail System are approximately 30 years old. Some of these signs require upgrading because they are damaged, deteriorated, or obsolete.	1.0
<b>Track Pad/Shock Absorber Rehabilitation</b>	These funds will be utilized to maintain the integrity of the track structure by rehabilitating 7,000 linear feet of grout pads on Rhode Island and Minnesota Avenue Metrorail Station Aerials. Grout/plinth pads (concrete pads) located below the track provide elevation and support for the track and track fasteners. They are replaced as needed to restore the track structure to the proper elevation. Improper elevation can result in damage to the car's third rail collector shoes and the vibrations can potentially lead to structural cracking in the surrounding buildings and structures.	4.3
<b>Track Structural Rehabilitation</b>	These funds will be utilized for the rehabilitation of structural components and to restore the track structures, such as elevated platforms, bridges, and retaining walls to their designed load carrying capacity. These rehabilitations are critical, as the loss of one of these structures could result in the functional loss of an entire Metrorail line segment. The rehabilitation work includes the anchor bolts of sixty-five (65) bridge piers on Minnesota Avenue Aerial and additional anchor bolts at Grosvenor and I-495. One (1) down and under crane for underbridge inspections and rehabilitation will be procured.	2.3

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<b>Track Rehabilitation</b>	These funds will be utilized for the procurement of material and specialized equipment to facilitate the removal and installation of the track and switch panels, which prevents service delays and speed restrictions. Track components (which include running rail, cross ties, direct fixation fasteners, third rail insulators, and turnouts) require replacement when, based on industry standards, they become worn or unserviceable due to deterioration, excessive wear, or defects. No. 8 turnouts will be upgraded from unguarded to guarded turnouts based on National Transportation Safety Board recommendations.	44.4
<b>Track Maintenance Equipment</b>	These funds will be utilized for the rehabilitation and replacement of heavy-duty track equipment. Track maintenance equipment is essential to deliver quality service and for the safe and efficient execution of the track rehabilitation work. Timely rehabilitation and replacement of four self-propelled prime movers will ensure equipment reliability, reduce the probability of delays due to equipment breakdowns, and allow for efficient use of the right-of-way track time.	17.3
<b>Switch Machine Rehabilitation Project</b>	These funds will be utilized to improve the safety and reliability of the interlocking track structure by replacing 20 switch machines throughout the Metrorail Systems. Switch machines have a normal life expectancy of ten years; all the switches to be replaced have been in service over ten years.	0.9
<b>1000 Series Rail Car Replacement</b>	These funds will assist with the design and purchase of 300 7000 Series rail cars, which will replace all 1000 Series rail cars that were purchased between 1974 and 1978. This project is one component of a long-term fleet plan to avoid repetitive developmental cost associated with new car design and procurement. The replacement of the 1000 Series with the 7000 Series will improve reliability, reduce maintenance and operating costs and incorporate technology and enhancements of newly designed rail cars.	67.1
<b>Rail Rehabilitation Program</b>	These funds will support WMATA's procurement of major repairable rail car components to support the overhaul of essential systems in the fleet. To maintain a state of good performance, major railcar components must be refurbished or replaced on a regular basis. These components include but are not limited to wheels, trucks, brake systems, HVAC, and traction motors. Approximately 225 rail cars, or 20 percent of the fleet, will receive major overhauls funded through this project.	12.4

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<b>Geometry Vehicle</b>	These funds will complete the procurement of a track geometry vehicle to analyze track conditions. Owning a vehicle of this type will allow for more comprehensive and frequent track inspections throughout the year, as well as for testing all new track construction projects and track repairs as they are installed. WMATA ownership of a geometry vehicle will reduce the cost and time delay for inspections.	<b>0.6</b>
<b>Rail Shop Repair Equipment</b>	These funds will be utilized for the replacement of rail shop equipment that has reached the end of its useful life. Purchases will include approximately 125 pieces maintenance equipment, 48 pieces shop test equipment, and 15 pieces shop machine equipment. Some examples of equipment to be purchased are overhead cranes, rail train lifts, hoists, industrial shop air compressors, service elevators, hoisting mechanisms, wheel truing machines, and electrical controls.	<b>2.2</b>
<b>Rail Car Safety &amp; Reliability Enhancements</b>	These funds will be utilized to assist WMATA with performing engineering analysis, diagnosis, testing and resolution of safety, maintenance and operational issues relating to the railcar fleet and its interaction with track work, automatic train control, communication, and power systems. The project work will resolve compatibility issues across the multiple series of railcars and infrastructure related to changes in technology and components. Examples of specific issues to be resolved are emergency exterior door releases, wrong side door openings, and car roll back.	<b>10.0</b>
<b>Track Fasteners</b>	These funds will be utilized for the replacement of track fasteners. Deteriorated track fasteners cause stray current and have been found to cause fires in the system. Track fasteners are an integral structural component of the track system that needs to be replaced periodically. Approximately 15,000 track fasteners will be replaced on the Red Line with these funds.	<b>2.1</b>
<b>Rail Rehabilitation Tier 1: DuPont to Silver Spring</b>	These funds will be utilized for rail line segment rehabilitation of the Red Line from DuPont to Silver Spring, which includes 11 Stations with approximately 10 route miles. Stations scheduled for rehabilitation were completed and put into service between 1976 and 1978. Work will include traction power upgrades; automatic train control & communication upgrades; track and tunnel rehabilitation; and station rehabilitation which includes but is not limited to platform and slab replacement, canopy and roof replacements, station vault repairs, air conditioning and ventilation equipment rehabilitation, escalator and elevator rehabilitation, replacement of lighting, and the upgrade of passenger announcement systems.	<b>56.9</b>

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<b>Rail Rehabilitation Tier 1: National Airport to Stadium Armory</b>	This project encompasses engineering and design to begin rail line segment rehabilitation of the Orange/Blue/Yellow Lines from National Airport to New Carrollton which includes 23 Stations with a route mileage of approximately 18.7 miles. Stations scheduled for rehabilitation were completed and put into service between 1977 and 1978. Work to be initiated includes but is not limited to traction power, automatic train control and communication upgrades, track fastener replacement, tunnel ventilation, air conditioners, replacing suspended ceiling tiles, canopy roof replacements, platform rehabilitation lighting, public address, and CCTV system upgrades.	18.5
<b>Rail Preventive Maintenance</b>	These funds will be utilized for preventive maintenance and related purchases for rail cars. Activities will include regularly scheduled maintenance of railcar components and systems at scheduled duty-cycle intervals. Purchases will include brake parts, truck parts, propulsion parts and other parts necessary for maintaining functionality of rail car features.	41.2
<b>Wayside Work Equipment</b>	These funds will be utilized for the installation of a safety signaling system at rail portals and other locations to alert personnel to approaching trains. This project will provide for enhanced safety for customers and WMATA personnel.	4.1
<b>Train Control Signal</b>	These funds will be utilized for the initial engineering support for analysis of the train control signaling system.	1.0
<b>FCC Radio Frequency Communication Changes</b>	These funds will all WMATA to meet the new FCC "narrow banding" requirement that affects the agency's UHF radio system. Planned activities include specification development, engineering, prototype testing, and project management.	0.2
<b>NTSB Recommendations</b>	This project will allow Metro to implement any forthcoming NTSB recommendations as a result of the ongoing accident investigation.	10.3