

WASHINGTON METROPOLITAN AREA TRANSIT

**WASHINGTON METROPOLITAN AREA TRANSIT
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	162.8	170.5	193.0	214.9	209.9	224.9	1,176.0
Special Funds	53.9	55.6	85.6	105.5	100.5	115.5	516.6
Federal Funds	16.4	16.4	16.4	16.4	16.4	16.4	98.4
Federal Funds - WMATA *	92.5	98.5	91.0	93.0	93.0	93.0	561.0

* These federal funds are received by WMATA directly and are not included in the MDOT budget.



STATUS: Annual payments are made for debt service by MDOT in accordance with legislation enacted in 1980 and amended by the General Assembly. Maryland's share increased from 75% to 100% effective FY 2000.

PROJECT: Metrorail Debt Service

DESCRIPTION: Maryland Department of Transportation's share of Metrorail payments, which supplemented the 103-mile rail system's construction.

JUSTIFICATION: Payments required to retire revenue bonds previously issued by the Washington Metropolitan Transit Authority to supplement construction costs of the Metrorail system. In December of 1993, WMATA refinanced its one-third share of these bonds to generate an additional \$54.0 million for the capital improvement program while retaining the original cost and maturity date of 2014.

SMART GROWTH STATUS:

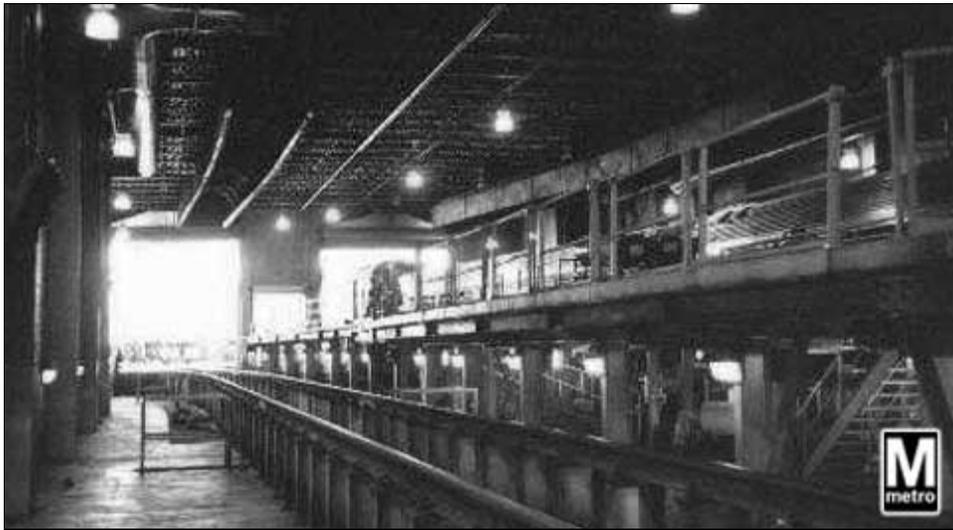
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Metro Matters -- Line 2

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2011....	....2012....	....2013....	....2014....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	648,250	589,804	9,741	9,741	9,741	9,741	9,741	9,741	58,446	0	
Total	648,250	589,804	9,741	9,741	9,741	9,741	9,741	9,741	58,446	0	
Federal-Aid	354,822	354,822	0	0	0	0	0	0	0	0	



STATUS: Mid-life overhaul of rail cars is nearing completion, extending lifetime by 15 years. A 120 new rail car option was executed in November, 2004. Clean diesel and Hybrid-electric buses delivery began in 2006, with exceptional results.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The Maryland share of the cost of this regional capital program is approximately \$370.0 million through FY 2011 and \$667.0 million through 2024. This agreement includes all projects previously covered by the IRP (Infrastructure Renewal Program). The increase in cost is due to economic downturn.

PROJECT: Metro Matters Capital Program

DESCRIPTION: The Metro Matters Program includes both the former Infrastructure Renewal Program and the System Access Plan. The Metro Matters Funding Agreement was executed in October, 2004 and outlines an integrated financial plan that will fund the IRP and SAP through FY 2010. The plan will rely on local, state and federal funding and short and long term debt as necessary. Projects include all system infrastructure, rolling stock, vehicles and equipment.

JUSTIFICATION: All Metrorail lines are experiencing overcrowded conditions that will continue to worsen, according to WMATA's projections. The Metrorail system now carries 700,000 passengers daily and ridership growth continues. This program will allow WMATA to increase capacity by operating 8-car trains and bring buses within FTA guidelines for age and mileage to provide greater reliability and support for the rail system.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Metrorail Debt Service -- Line 1
Matching Funds -- Line 4

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER					SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
					....2011....	....2012....	....2013....	....2014....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	1,346,650	430,186	151,928	160,831	133,327	155,127	150,127	165,127	916,467	-3	
Total	1,346,650	430,186	151,928	160,831	133,327	155,127	150,127	165,127	916,467	-3	
Federal-Aid	145,480	47,080	16,400	16,400	16,400	16,400	16,400	16,400	98,400	0	

A total of \$830.8 million in federal funds are to be received directly by WMATA. The \$145.5 million in Federal Funds shown above are Congestion Mitigation and Air Quality (CMAQ) funds provided by MDOT. 9003, 9004, 9005, 9006



STATUS: WMATA has completed testing and acceptance of all the 48 car (6000 series) order. All cars are in service.

PROJECT: Rail Cars/Capital Improvement Program

DESCRIPTION: One portion of this program funds Maryland's share of 48 new rail cars that were ordered in FY 2003. This procurement program is separate from and preceded Metro Matters. This program also provides for preliminary design and planning of Maryland directed projects within the WMATA region.

JUSTIFICATION: The addition of new rail cars has started to provide significant relief to certain severe overcrowding conditions, both at the outer Green Line terminating at Branch Avenue and all along the Red Line Maryland. This 48 car order provided WMATA a continuity of rail car procurements at an affordable unit cost and provided the transition to the larger Metro Matters rail car order currently underway.

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- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost decreased due to economic downturn.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	67,213	66,113	1,100	0	0	0	0	0	1,100	0	
Total	67,213	66,113	1,100	0	0	0	0	0	1,100	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

8011, 8013, 8014



STATUS: With the passage of the P.L. 110-432, Maryland has set aside its portion of the funding for four years.

PROJECT: Matching Fund for "Federal Railroad Safety Improvement Act of 2007" - P.L.110-432

DESCRIPTION: The federal legislation authorizes new federal funds to be appropriated over a 10 year period for the Washington Metropolitan Area Transit system. The federal legislation also requires \$50.0 million per year from each jurisdiction in matching funds. Maryland has funded the first four years of this match.

JUSTIFICATION: Maryland is committed to paying the \$50.0 million per year as part of the dedicated funding package for WMATA.

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- Project Not Location Specific or Location Not Determined
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- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Metro Matters -- Line 2

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

		<u>POTENTIAL FUNDING SOURCE:</u>											
		<input checked="" type="checkbox"/> SPECIAL				<input type="checkbox"/> FEDERAL				<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER	
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE			
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0			
Engineering	0	0	0	0	0	0	0	0	0	0			
Right-of-way	0	0	0	0	0	0	0	0	0	0			
Construction	200,000	0	0	0	50,000	50,000	50,000	50,000	200,000	0			
Total	200,000	0	0	0	50,000	50,000	50,000	50,000	200,000	0			
Federal-Aid	0	0	0	0	0	0	0	0	0	0			