



WASHINGTON METROPOLITAN AREA TRANSIT

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

	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	204.5	219.9	240.8	215.8	230.8	230.8	1,342.7
Special Funds	35.6	102.0	141.8	116.8	131.8	131.9	660.1
Federal Funds	16.4	-	-	-	-	-	16.4
Federal Funds - WMATA *	152.5	117.8	99.0	99.0	99.0	99.0	666.2

* 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.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The increase in cost of \$9.7 million is due to the addition of FY 2015.

PROJECT: Metrorail Debt Service

DESCRIPTION: Maryland Department of Transportation's share of Metrorail payments, which supplement 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

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2012....	....2013....	....2014....	....2015....		
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	657,991	599,545	9,741	9,741	9,741	9,741	9,741	9,741	58,446	0	
Total	657,991	599,545	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 364 rail cars is nearing completion, extending the lifetime of the cars by 20 years. 120 new rail cars are now in service. Clean diesel, hybrid-electric and Compressed Natural Gas bus delivery began in 2006, with exceptional results.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The Maryland share of the cost of this regional capital program is approximately \$370.0 million through FY 2010 and \$667.0 million through 2024. The increase in cost is due to the addition of FY 2015 and an increase in federal funds received directly by WMATA.

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: The goals of the Metro Matters program are to 1) maintain WMATA's aging facilities and systems in a state of good repair, 2) relieve Metrorail passenger crowding and accommodate ridership growth by having 50% of peak-hour trains operating with eight cars, and 3) improve Metrobus service reliability by reducing the average age of the fleet, and improve regional air quality by replacing standard diesel buses with alternative fuel buses.

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 type="checkbox"/> OTHER					SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	1,546,343	585,636	141,260	141,260	181,060	156,060	171,060	170,007	960,707	0	0
Total	1,546,343	585,636	141,260	141,260	181,060	156,060	171,060	170,007	960,707	0	0
Federal-Aid	79,880	63,480	16,400	0	0	0	0	0	16,400	0	0

A total of \$954.1 million in federal funds are to be received directly by WMATA. The \$79.9 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 (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 provides 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.

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:

None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The cost increase of \$1.0 million is due to the addition of FY 2015.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
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	68,289	67,189	0	0	0	0	0	1,100	1,100	0
Total	68,289	67,189	0	0	0	0	0	1,100	1,100	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

8011, 8013, 8014

Washington Metropolitan Area Transit -- Line 4

CONSTRUCTION PROGRAM



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

PROJECT: Matching Funds 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 five 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.

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 2009 - 14 CTP: The increase in cost is due to the addition of FY 2015 and an increase in the balance to complete for the remaining five years.

		POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009			FOR PLANNING PURPOSES ONLY					
			2010	2011	.....2012.....	.....2013.....	.....2014.....	.....2015.....		
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	500,000	0	0	50,000	50,000	50,000	50,000	50,000	250,000	250,000
Total	500,000	0	0	50,000	50,000	50,000	50,000	50,000	250,000	250,000
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: The WMATA Board of Directors approved the budget for the use of the ARRA funds in March 2009. WMATA's ARRA projects were selected based on WMATA's agency goals and the ability to meet the requirements of the federal law.

PROJECT: WMATA American Recovery and Reinvestment Act (ARRA) Capital Program

DESCRIPTION: The American Recovery and Reinvestment Act (ARRA), signed into law by President Obama on February 17, 2009, provides federal funding for infrastructure projects around the nation. WMATA is projected to receive \$201.8 million directly from the federal government; no local match is required. Approximately \$72.4 million of the federal funds are attributable to Maryland.

JUSTIFICATION: The funds are being used for capital projects which include the procurement of replacement buses and support equipment, rehabilitation of passenger and maintenance facilities, and upgrades to various operational and information technology systems.

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:

None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: New Project.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009			YEAR 2010	YEAR 2011	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
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	72,416	0	53,546	18,870	0	0	0	0	72,416	0
Total	72,416	0	53,546	18,870	0	0	0	0	72,416	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0