

WASHINGTON METROPOLITAN AREA TRANSIT

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

	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	224.7	240.5	233.4	240.0	246.8	259.5	1,444.9
Special Funds	119.9	146.6	138.0	139.7	141.6	149.0	834.9
Federal Funds	-	-	-	-	-	-	-
Federal Funds - WMATA *	104.8	93.9	95.4	100.2	105.2	110.5	610.0

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



PROJECT: Metrorail Debt Service

DESCRIPTION: Maryland Department of Transportation's share of Metrorail debt service 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.

SMART GROWTH STATUS: Project Not Location Specific or Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:
WMATA Capital Improvement Program -- Line 2

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 2010 - 15 CTP: Decrease of \$19.32 million. The final maturity for the Metrorail construction bonds is FY 2015. Maryland's final payment to WMATA for Maryland's share of the Metrorail construction bonds will occur in FY 2014.

POTENTIAL FUNDING SOURCE: <input checked="" 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 FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2010			2011	20122013....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	638,668	609,286	9,741	9,741	5,700	4,200	0	0	29,382	0
Total	638,668	609,286	9,741	9,741	5,700	4,200	0	0	29,382	0
Federal-Aid	354,822	354,822	0	0	0	0	0	0	0	0



PROJECT: WMATA Capital Improvement Program

DESCRIPTION: This program provides Maryland's share of the funding for the Washington Metropolitan Area Transit Authority's Capital Improvement Program (CIP). It includes Maryland's share of matching funds to federal formula funds received directly by WMATA as well as Maryland's share of additional state and local funds for WMATA capital projects.

JUSTIFICATION: WMATA's FY 2011-2016 CIP is focused on infrastructure rehabilitation and replacement and maintaining the Washington region's primary transit system in a state of good repair. WMATA's FY 2011-2016 CIP includes, but is not limited to, projects to replace rail cars, rehabilitate some of the oldest segments of the Metrorail system, replace vehicles for Metrobus and MetroAccess, and implement recommendations of the National Transportation Safety Board. The projects included in WMATA's CIP are priority projects selected from WMATA's \$11 billion Capital Needs Inventory, a detailed assessment of WMATA's capital needs over the next ten years.

SMART GROWTH STATUS: Project Not Location Specific or Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:

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

STATUS: A new capital funding agreement among the State of Maryland, WMATA, the District of Columbia and local governments in Northern Virginia was executed on July 1, 2010.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Project cost increased \$224.6 million due to the addition of \$198.0 million in FY 2016 and annual contributions to the Capital Improvement Program.

POTENTIAL FUNDING SOURCE:										
<input checked="" 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 FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2010			2011	20122013....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	1,770,958	743,521	139,688	164,072	166,199	174,238	185,256	197,984	1,027,437	0
Total	1,770,958	743,521	139,688	164,072	166,199	174,238	185,256	197,984	1,027,437	0
Federal-Aid	79,880	79,880	0	0	0	0	0	0	0	0

This project includes a total of \$1.05 billion in federal funds attributable to Maryland that are received directly by WMATA.
 9003, 9004, 9005, 9006



PROJECT: Rail Cars/Capital Improvement Program

DESCRIPTION: Once portion of this program funds Maryland's share of 48 new rail cars that were ordered in FY 2003. This program also funds Maryland's allocated share of the Washington Metropolitan Area Transit Authority's Project Development Program.

JUSTIFICATION: The addition of new rail cars provides significant relief to certain severe overcrowding conditions. WMATA's Project Development Program provides for preliminary design and planning of Maryland directed projects within the WMATA region.

SMART GROWTH STATUS: Project Not Location Specific or Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: All of the rail cars purchased through this program are in service. Project Development Program planning studies are ongoing.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Project cost increased \$5.36 million due to the addition of \$1.08 million in 2016 and annual contributions to the Project Development Program.

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 FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2010			2011	20122013.....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	73,645	67,189	1,076	1,076	1,076	1,076	1,076	1,076	6,456	0
Total	73,645	67,189	1,076	1,076	1,076	1,076	1,076	1,076	6,456	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

8011, 8013, 8014



PROJECT: Matching Funds for "Passenger Rail Investment and Improvement Act of 2008" - P.L. 110-432

DESCRIPTION: The Passenger Rail Investment and Improvement Act of 2008 authorizes new federal funds to be appropriated over a ten year period for capital and preventative maintenance projects of the Washington Metropolitan Area Transit Authority. The federal legislation also requires matching funds from Maryland, Virginia, and the District of Columbia. This program provides Maryland's share of the match to the federal funds.

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 Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:
WMATA Capital Improvement Program -- Line 2

STATUS: Congress appropriated \$150.0 million in Federal Fiscal Year 2010 and Maryland will provide \$50.0 million in matching funds to WMATA. The funds will be used for capital improvements including, but not limited to, the purchase of new rail cars to replace WMATA's 1000 series rail cars. Maryland has set aside \$50.0 million per year for its annual share of the match to future federal appropriations.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

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 FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2010			2011	20122013....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	44,875	55,125	50,000	50,000	50,000	50,000	300,000	200,000	
Total	500,000	0	44,875	55,125	50,000	50,000	50,000	50,000	300,000	200,000	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



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 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, WMATA's ARRA projects were selected based on WMATA's agency goals and the ability to meet the requirements of the federal law.

SMART GROWTH STATUS: Project Not Location Specific or Not Subject to PFA Law

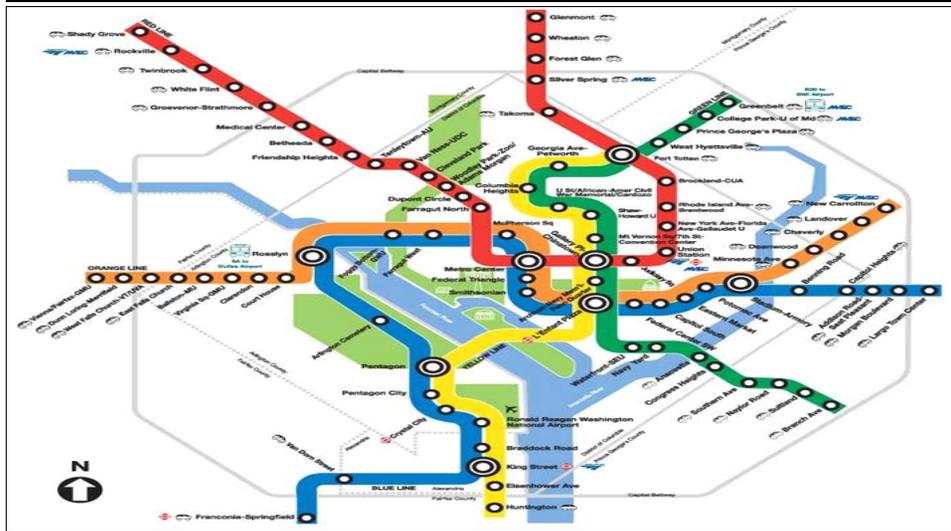
- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: The WMATA Board of Directors approved the budget for the use of the ARRA funds in March 2009. WMATA's ARRA projects are in progress.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

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 FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2010			2011	20122013....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	72,416	53,546	18,870	0	0	0	0	0	18,870	0	
Total	72,416	53,546	18,870	0	0	0	0	0	18,870	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: Metro Matters Program

DESCRIPTION: Metro Matters is a regionally funded program of capital improvements for the Washington Metropolitan Area Transit Authority. This program provides Maryland's share of the required contributions under the terms of the Metro Matters Funding Agreement.

JUSTIFICATION: The Metro Matters program was initiated in FY 2005 with a multi-year budget of approximately \$3.9 billion. A majority of Metro Matters project work was completed during FY 2005-2010. Repayment of long-term bonds issued by WMATA to fund the Metro Matters program will extend through FY 2034.

SMART GROWTH STATUS: Project Not Location Specific or Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Maryland's contributions to the Metro Matters program in FY 2011-2016 will fund debt service payments on WMATA's 2009 Metro Matters Bonds. Maryland's share of the annual contributions to the Metro Matters program is approximately \$10.5 million during FY 2011-2016. The final maturity date of the Metro Matters Bonds is in FY 2034.

SIGNIFICANT CHANGE FROM FY 2010 - 15 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		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2010			2011	20122013.....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	73,163	10,451	10,452	10,452	10,452	10,452	10,452	10,452	62,712	0	
Total	73,163	10,451	10,452	10,452	10,452	10,452	10,452	10,452	62,712	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	