



Washington Metropolitan Area Transit

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

	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	237.1	178.7	167.7	166.7	177.9	163.6	1,091.7
Special Funds	95.0	16.4	75.7	68.2	74.2	55.8	385.3
Federal Funds	9.9	16.8	16.8	17.5	16.0	16.8	93.8
Federal Funds - WMATA *	83.9	190.4	75.2	81.0	87.7	91.0	609.2
Federal/Addison Road Metrorail *	48.3	(44.9)	-	-	-	-	3.4

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



STATUS: The six mile Branch Avenue route extension opened January 13, 2001, and includes five stations (four located in Maryland). This completes the original 103-mile Adopted Regional System. The resulting ridership has far surpassed original projections and has created maximum loads due to limited car capacity.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Total cost shown includes federal funds received by WMATA directly. Normal reprogramming of capital cashflow based on WMATA construction schedules and anticipated close-out expenditures.

PROJECT: Metrorail Construction

DESCRIPTION: This funding is for the Maryland Department of Transportation's share of Metrorail construction for the six-year period. Funds are programmed to close out the remaining expenditures on the 103-mile system, including the new Branch Avenue (F) route in Maryland. Funds are programmed based on formula allocations. Cashflow occurs through FY 2005 to cover all 103-mile system final expenditures.

JUSTIFICATION: To provide financial assistance for the construction of a heavy rail rapid transit system in the Washington region by the Washington Metropolitan Area Transit Authority (WMATA) subject to the availability of federal and local funds and approved budgets.

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 Payments -- Line 3
- Metrorail Equipment Rehabilitation and Replacement -- Line 4

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	2,474,320	2,460,987	10,133	3,200	0	0	0	0	13,333	0
Total	2,474,320	2,460,987	10,133	3,200	0	0	0	0	13,333	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Completion of these lines by 2001 will increase annual ridership in excess of 6 million passengers

OPERATING COST IMPACT: Green Line extension is approximately \$3 million annually

Funds shown include federal funds received directly by WMATA. Maryland's share of the rail construction program is determined by regional formula.



STATUS: The federal full funding grant agreement (FFGA) was approved in December, 2000. The two primary contracts for line and station construction have been awarded. Significant construction activity will occur in FY 2004, with a target revenue operation date of December 2004.

PROJECT: Addison Road Metro Extension

DESCRIPTION: Construction of a 3.0 mile Metrorail extension from the Addison Road Station to the Largo Town Center in Prince George's County. The project includes two new Metrorail stations- one at Morgan Boulevard and the second at Largo Town Center. The project has been amended to include the incremental additional cost of a parking garage at Largo.

JUSTIFICATION: The Addison Road extension will increase transit ridership in the corridor and assist in economic development in the Summerfield and Largo Town Center areas. WMATA estimates an additional 20,000 riders daily after six months of operation. This construction program is the first rail extension beyond the original 103-mile system, and is the final rail segment extension to the Capital Beltway.

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 2003 - 08 CTP: Funding for this project was based on the anticipated FFGA federal aid schedule. Federal funds now go to WMATA directly and are included as 'Other' funding. Cashflow adjustments reflect timing of federal payment to WMATA- state funds will be advanced to WMATA in FY 2004 then repaid late in the same year.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	433,870	291,016	113,328	29,526	0	0	0	0	142,854	0	
Total	433,870	291,016	113,328	29,526	0	0	0	0	142,854	0	
Federal-Aid	7,430	7,430	0	0	0	0	0	0	0	0	

Construction contingent upon the availability of federal and general funds.
8001



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 debt service payments, which supplemented the 103-mile rail 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, 1993, WMATA refinanced its one-third share of these bonds to generate an additional \$54 million for the capital improvement program, while retaining the original net 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:

Metrorail Construction -- Line 1
Metrorail Equipment Rehabilitation and Replacement -- Line 4

SIGNIFICANT CHANGE FROM FY 2003 - 08 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	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	641,887	541,099	9,741	9,741	9,741	9,741	9,741	9,741	58,446	42,342	
Total	641,887	541,099	9,741	9,741	9,741	9,741	9,741	9,741	58,446	42,342	
Federal-Aid	354,822	354,822	0	0	0	0	0	0	0	0	

Federal Funds are received directly by WMATA.
8002



STATUS: The rehabilitation of 298 Rohr rail cars is now complete with the conclusion of HVAC rehabilitation. WMATA has nearly completed the major overhaul of the 364 Breda rail cars. WMATA has also incorporated other significant rehabilitation projects for rail related infrastructure.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Federal funds received by WMATA directly are now being shown as 'Other' funding. WMATA has revisited its federal funding assumptions. Cost increased \$96.7 million due to the addition of FY 2009.

PROJECT: Metrorail Equipment Rehabilitation and Replacement

DESCRIPTION: Projects included as part of this program are: overhaul and replacement of rail car subsystems, renovation of station structures and equipment, purchase of rail support equipment, and right-of-way maintenance.

JUSTIFICATION: Sections of the Metrorail system are now over 30 years old. Various rail car components and station equipment are wearing out and are in need of renovation and replacement. Adequate maintenance and replacement of the rail system components is required to ensure safe, reliable operation. Replacement criteria are based on industry replacement cycles.

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 Construction - Line 1
- Metrorail Debt Service Payments - Line 3

<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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	898,565	344,602	68,381	80,020	97,477	99,490	101,815	106,780	553,963	0	
Total	898,565	344,602	68,381	80,020	97,477	99,490	101,815	106,780	553,963	0	
Federal-Aid	87,650	9,097	7,392	14,280	14,280	14,851	13,470	14,280	78,553	0	

In the six year program, a total of \$362.9 million in Federal funds are received directly by WMATA. There are \$78.6 million in Federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds.

8003, 8004



STATUS: WMATA has recently received a major 262 bus purchase and other small bus purchases. Fiscal Year 2003 and 2004 funds the acquisition of approximately 250 forty-foot heavy-duty compressed natural gas (CNG).

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: The total cost shown includes federal funds received directly by WMATA which are shown as 'Other' funds. WMATA has revisited its federal funding assumptions. Cost increased \$24.0 million due to the addition of FY 2009 funding.

PROJECT: Metrobus Capital

DESCRIPTION: This program provides funds for the purchase and/or mid-life overhaul of Metrobuses, the procurement of support equipment for bus operations, farebox equipment, and the rehabilitation of bus facilities. WMATA has initiated a BCOP (Bus Capital Overhaul Program).

JUSTIFICATION: The average age of the WMATA bus fleet is 7.9 years. The FTA guidelines suggest a six year average based on a twelve year life expectancy. The mid-life bus overhaul program will extend the life of some of the Metrobuses to 15 years. Purchase and overhaul of the equipment will provide a fleet that supports safe, efficient, and reliable bus service.

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.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	320,540	181,430	23,110	23,200	23,200	23,200	23,200	23,200	139,110	0	
Total	320,540	181,430	23,110	23,200	23,200	23,200	23,200	23,200	139,110	0	
Federal-Aid	45,216	29,928	2,488	2,560	2,560	2,560	2,560	2,560	15,288	0	

In the six year program, a total of \$96.0 million in federal funds are receive directly by WMATA. There are \$15.3 million in federal Congestion Mitigation and Air Quality (CMAQ) funds utilized by MDOT.

8005, 8006



STATUS: Ongoing Program.

PROJECT: Metro Bus/Rail Repairable Parts

DESCRIPTION: This project funds the replacement or rebuild of parts for railcars, facilities, system equipment, buses, and major components which have reached the end of their useful life. It also increases parts inventories to support system expansion, fleet mileage, improved scheduling for the overhaul program, and greater reliability throughout the system.

JUSTIFICATION: The project funds the procurement of parts which are vital components of WMATA's bus and rail system. Adequate quantities of parts are required to perform corrective and preventative maintenance and overhauls.

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 2003 - 08 CTP: Cost increased \$2.1 million due to the addition of FY 2009.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	16,926	5,154	1,854	1,908	1,962	2,016	2,016	2,016	11,772	0
Total	16,926	5,154	1,854	1,908	1,962	2,016	2,016	2,016	11,772	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: WMATA has approved A \$120 million budget FY 2003 for 48 the 6000 series rail cars. Design and engineering for these cars is near completion and car delivery will begin in the near future.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Projected expenditures have been reprogrammed to reflect the adjusted WMATA program schedules for both rail car and bus procurement. Cost increased \$87.2 million do to the tranfer of funds from the Infrastructure Renewal Program in anticipation of additional enhancement needs and the addition of FY 2009

PROJECT: WMATA System Access Plan

DESCRIPTION: One portion of this program covers Maryland's share of 48 new rail cars that are being purchased with local regional funds only (no federal assistance). Remaining funds are being held for the possible purchase of an additional 50 to 120 rail cars (2 separate options) and the related rail support equipment that will be required to begin 8 car train operations.

JUSTIFICATION: The Metropolitan Washington Council of Governments (MWGOC) forecasts that ridership demand on the Metro System will increase by 49 percent over the next 25 years. To accommodate this growth, improvements must be made to a system that has been challenged by parking shortages, operational failures and structural decline of an aging rail system, and unprecedented residential and employment growth throughout the Washington region. Failure to make these investments will increase traffic gridlock in one of the nation's most congested regions.

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.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	188,074	15,849	10,520	31,117	35,332	32,220	41,136	21,900	172,225	0	
Total	188,074	15,849	10,520	31,117	35,332	32,220	41,136	21,900	172,225	0	
Federal-Aid	2,380	2,380	0	0	0	0	0	0	0	0	

Includes funds received by WMATA directly..
8011, 8012, 8013, 8014, 8015