



Washington Metropolitan Area Transit

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

	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	257.1	231.6	153.5	160.8	147.9	147.8	1,098.7
Special Funds	42.9	145.6	65.6	73.4	56.3	50.0	433.9
Federal Funds	16.8	21.1	19.1	14.4	13.0	12.9	97.2
Federal Funds - WMATA *	58.0	64.9	68.7	73.0	78.6	84.9	428.0
Federal/Addison Road Metrorail *	139.4	-	-	-	-	-	139.4

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

Washington Metropolitan Area Transit -- Line 1

CONSTRUCTION PROGRAM



STATUS: The original 103-mile Adopted Regional System has been completed.

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.

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 -- Line 3
Metrorail Capital -- Line 4

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Project completed.

		POTENTIAL FUNDING SOURCE:									
		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" 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 2004			2005	20062007.....2008.....		2009.....	.....2010.....
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	2,483,754	2,483,754	0	0	0	0	0	0	0	0	0
Total	2,483,754	2,483,754	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

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



STATUS: Project opened for revenue service in 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 2004 - 09 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.

<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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
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	294,464	139,406	0	0	0	0	0	139,406	0
Total	433,870	294,464	139,406	0	0	0	0	0	139,406	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 Capital -- Line 4

SIGNIFICANT CHANGE FROM FY 2004 - 09 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				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	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	641,887	550,840	9,741	9,741	9,741	9,741	9,741	9,741	58,446	32,601
Total	641,887	550,840	9,741	9,741	9,741	9,741	9,741	9,741	58,446	32,601
Federal-Aid	354,822	354,822	0	0	0	0	0	0	0	0

Federal Funds are received directly by WMATA.
8002



STATUS: The mid-life major rehabilitation of the original 298 Rohr rail cars and the 364 Breda rail cars is ongoing. The majority of car rehabilitation is complete, but still awaits final work on the HVAC and electrical systems. The rail car life will now be extended approximately 15 years. WMATA is also undertaking extensive rehabilitation of track and station infrastructure.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Federal funds received by WMATA directly are now being shown as 'Other' funding. WMATA has revisited its federal funding assumptions. Cost increased \$20.4 million due to the addition of FY 2010.

PROJECT: Metrorail Capital - Infrastructure Renewal Program/Metro Matters

DESCRIPTION: A component of the WMATA Infrastructure Renewal Program (IRP). Also a component of the new Metro Matters Program.

Projects included are: overhaul and replacement of rail car subsystems and equipment, renovation of station structures and platforms, purchase of rail support equipment and track right-of-way and 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 - Line 3

POTENTIAL FUNDING SOURCE:		<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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
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	918,998	403,820	70,200	86,081	85,588	85,061	90,240	98,008	515,178	0	
Total	918,998	403,820	70,200	86,081	85,588	85,061	90,240	98,008	515,178	0	
Federal-Aid	92,174	10,217	14,280	18,500	16,550	11,881	10,436	10,310	81,957	0	

A total of \$328.9 million in Federal funds are received directly by WMATA. There are \$86 million in Federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds.

8003, 8004



STATUS: WMATA has awarded a contract for 250 CNG buses, with an expected delivery starting in late Summer 2005 and extending for six months thereafter. Funding to design a retrofit of a Maryland bus garage to provide for fueling and maintenance of CNG buses has been reprogrammed towards a future procurement of clean diesel and hybrid-electric buses.

SIGNIFICANT CHANGE FROM FY 2004 - 09 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 \$19.0 million due to the addition of FY 2010 funding.

PROJECT: Metrobus Capital Infrastructure Renewal Program/Metro Matters

DESCRIPTION: A component of the WMATA Infrastructure Renewal Program (IRP). Also a component of the new Metro Matters Program.

Projects included are: purchase and/or mid-life overhaul of Metrobuses, procurement of support equipment for bus operations, farebox equipment, and the rehabilitation of bus facilities. WMATA manages the BCOP (Bus Capital Overhaul Program) on-site for major overhauls.

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)	TOTAL EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
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	339,650	202,540	21,110	23,200	23,200	23,200	23,200	23,200	137,110	0
Total	339,650	202,540	21,110	23,200	23,200	23,200	23,200	23,200	137,110	0
Federal-Aid	47,704	32,416	2,488	2,560	2,560	2,560	2,560	2,560	15,288	0

A total of \$94.4 million in federal funds are received 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: Metrorail/bus Repairable Parts Infrastructure

DESCRIPTION: A component of the WMATA Infrastructure Renewal Program (IRP). Also a component of the new Metro Matters Program.

Projects included are: the replacement or rebuild of parts for railcars, facilities, system equipment, buses, and major components which have reaches the end of their useful life. The increase in parts inventories will support system expansion and greater fleet mileage, allow improved scheduling for the overhaul program, and provide 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 2004 - 09 CTP: Cost increased \$2.0 million due to the addition of FY 2010.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE					
					....2007....	....2008....	....2009....	....2010....			
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	18,934	6,987	1,917	1,962	2,016	2,016	2,016	2,020	11,947	0					
Total	18,934	6,987	1,917	1,962	2,016	2,016	2,016	2,020	11,947	0					
Federal-Aid	0	0	0	0	0	0	0	0	0	0					



STATUS: WMATA has begun testing of the first pilot cars that are part of the 48-car (6000 series) ordered several years ago. Design and engineering is complete. WMATA has already begun design and engineering of all systems required for 8-car train operation. WMATA exercised the option for 120 new rail cars in November, a major component of the MetroMatters program.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Cost increased \$73.0 million due to the addition of FY2010 as well as the revenue increase, allowing Maryland to contribute its share to the Metro Matters program.

PROJECT: System Access Plan - Infrastructure

DESCRIPTION: The WMATA System Access Plan (SAP) in its entirety. Also a component of the new Metro Matters Program (less the 48 rail car procurement as noted).

Capital funds are being identified for the pending purchase of an additional 120 rail cars. There are two separate options; one for 50 cars exercised in November, 2004 and another for 70 cars that will be executed in May, 2005. Also included is the related rail support equipment to begin operation of 8 car trains. The SAP also includes additional bus purchases and related support equipment to provide

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
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2007....	....2008....	....2009....	....2010....		
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	261,075	24,506	14,700	110,649	32,920	40,800	22,700	14,800	236,569	0	
Total	261,075	24,506	14,700	110,649	32,920	40,800	22,700	14,800	236,569	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

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