



Washington Metropolitan Area Transit

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

	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
<b>Major Projects</b>	157.8	163.3	196.4	192.2	203.8	188.2	1,101.7
<b>Special Funds</b>	79.8	73.6	86.1	77.7	84.9	89.3	491.4
<b>Federal Funds</b>	16.4	16.4	16.4	16.4	16.4	16.4	98.4
<b>Federal Funds - WMATA *</b>	61.6	73.3	93.9	98.1	102.5	82.5	511.9

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



**STATUS:** This heavy rail segment is fully operational. Final close-out of contract issues to occur through FY 2006.

**PROJECT:** Addison Road Metro Extension

**DESCRIPTION:** Construction of a 3.0 mile Metrorail extension from the Addison Road Station to 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 includes the cost of a parking garage at Largo.

**JUSTIFICATION:** The Addison Road Extension has significantly increased transit ridership in the corridor and assisted in economic development in the Summerfield and Largo Town Center areas. WMATA has achieved an additional 20,000 riders daily after 6 months of operation. This construction program is the first rail extension beyond the original 103-mile system, and was the last existing rail line to be extended 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 2005 - 10 CTP:** 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 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2008....	....2009....	....2010....	....2011....			
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	433,870	0	0	0	0	0	0	0	0	
Total	433,870	433,870	0	0	0	0	0	0	0	0	
Federal-Aid	7,430	7,430	0	0	0	0	0	0	0	0	

A total of \$252.9 million in Federal funds were received directly by WMATA.  
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 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 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:**

Metro Matters -- Line 3

**SIGNIFICANT CHANGE FROM FY 2005 - 10 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 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
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	560,581	9,741	9,741	9,741	9,741	9,741	9,741	58,446	22,860
<b>Total</b>	<b>641,887</b>	<b>560,581</b>	<b>9,741</b>	<b>9,741</b>	<b>9,741</b>	<b>9,741</b>	<b>9,741</b>	<b>9,741</b>	<b>58,446</b>	<b>22,860</b>
Federal-Aid	354,822	354,822	0	0	0	0	0	0	0	0

Federal Funds are received directly by WMATA.  
8002



**STATUS:** Mid-Life overhaul of rail cars is nearing completion, extending lifetime by 15 years. A 120 new rail car option was exercised in November 2004. Delivery expected through FY 2008. Clean diesel and hybrid-electric buses delivery to begin in 2005.

**SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP:** The Maryland share of the cost of this regional capital program is approximately \$370 million through FY 2011 and \$667 million through 2024. This new agreement includes all projects previously covered by the IRP (Infrastructure Renewal Program).

**PROJECT:** Metro Matters Capital Program

**DESCRIPTION:** The Metro Matters Program now 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 projections. The Metrorail system now carries about 700,000 passengers daily and ridership growth continues each month. This program will allow WMATA to increase capacity by operating 8 car trains and bring buses to 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 2

<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 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
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	970,905	89,000	109,165	124,420	153,320	162,520	174,020	158,460	881,905	0	
Total	970,905	89,000	109,165	124,420	153,320	162,520	174,020	158,460	881,905	0	
Federal-Aid	112,680	14,280	16,400	16,400	16,400	16,400	16,400	16,400	98,400	0	

A total of \$569.8 million in Federal funds are to be received directly by WMATA. The \$98.4m in Federal funds shown above are Congestions Mitigation and Air Quality (CMAQ) funds provided by MDOT. 9003, 9004, 9005, 9006, 9007



**STATUS:** WMATA has completed testing and acceptance of the first cars of the 48 car (6000 series) order. The remainder have gone through inspection and acceptance procedures during late FY 2005. All cars are expected to be in service during FY 2006.

**SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP:** This is a conconfiguration of the WMATA Capital Program done in order to accommodate the Metro Matters agreement. This PIF contains no new funding. Items included in this line item were mostly included in System Access Plan in previous CTPs.

**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. The remaining funds will allow the Department to manage and potentially reduce the amount of long term debt that may be required within Metro Matters.

**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 in 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 MM program.

**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.

		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 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2008....	....2009....	....2010....	....2011....			
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	193,228	31,862	38,876	29,120	33,370	20,000	20,000	20,000	161,366	0	
Total	193,228	31,862	38,876	29,120	33,370	20,000	20,000	20,000	161,366	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

8011, 8012, 8013, 8014



## Glossary

***CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY***

State Report on Transportation (SRT)	Consists of the Maryland Transportation Plan (MTP) and the Consolidated Transportation Program (CTP).
Maryland Transportation Plan (MTP)	The MTP identifies the focus of the Department and its modal administration that defines program objectives and serves to guide program development. It includes a 20-year forecast of needs based on anticipated resources available to the Department.
CHART	Chesapeake Highway Advisories Routing Traffic – Maryland’s program to employ Intelligent Vehicle Highway System (IVHS) technology to better manage highway capacity.
Consolidated Transportation Program (CTP)	The CTP designates capital projects that will be undertaken during the six-year period, and a summary of operating programs. The CTP also identifies projects added to the Construction Program and Development and Evaluation Program, delayed in schedule, deleted from the Development and Evaluation Program and finally completions.
Construction Program	List within the CTP of major projects (descriptions, cost estimates and schedules) under construction and those anticipated to begin construction within the six-year period. An estimate of annual expenditure levels for system preservation projects is also included.
Development & Evaluation Program (D&E)	List within the CTP of projects for planning studies, preparation of environmental studies and preliminary design. These projects are candidates for future addition to the Construction Program.
Remaining Cost to Complete	Amount of funds required after the budget year to complete a project.
Balance to Complete	Amount of funds required after the six-year program period of the CTP to complete a project.
Major Capital Project	New, expanded or significantly improved facility or service that generally involves planning, environmental studies, design, right-of-way acquisition, construction or purchase of essential equipment related to the facility or service.
System Preservation Project	Project of limited scope for the preservation or rehabilitation of an existing facility or service which generally does not have a significant impact on the human or natural environment.

***CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)***

Reconstruction	Complete rebuilding of a facility/structure or system which is beyond the point where it may be economically repaired or renovated.
Rehabilitation	Restoration and/or modernization of a facility/structure or system in order that it may be effectively used for its designated functional purpose or comply with current requirements.
Highway System Preservation Program	Program of projects oriented toward preserving the existing highway system, including resurfacing, safety improvements, bridge rehabilitation, landscaping, traffic control and ridesharing lots and other miscellaneous improvements.
Reimbursables	State funds advanced for work performed for local jurisdictions, services performed for other agencies, recovery of damages to Department property, salaries and expenses of the Interstate Division for Baltimore City, fees for issuing commercial entrance permits, and other activities performed by the Department and are paid by various sources.
Capital Contributions Agreement	Agreement entered into by 8 local jurisdictions in Maryland, Virginia and the District of Columbia that provides a capital funding schedule for Metrorail construction in the Washington area.
(PP)	Project Planning: The state in the planning process where detailed studies and analysis are conducted to establish the scope and location of proposed transportation facilities.
(PE)	Preliminary Engineering: The state in project development when surveys, soil conditions, elevations, right-of-way plats, and detailed design plans and specifications are prepared.
(RW)	Right-of-Way: Acquisition of land for transportation projects.
(CO)	Construction.
(IN)	Inflated Cost.
(FA)	Federal-aid.
(STP)	Surface Transportation Program category of federal aid
(NHS)	National Highway System category of federal aid.

***CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)***

(IM)	Interstate Maintenance category of federal aid.
(BR)	Bridge Replacement/Rehabilitation category of federal aid.
(CMAQ)	Congestion Mitigation/Air Quality category of federal aid.
(DEMO)	Specific projects identified in federal legislation for demonstration purposes.