

**WASHINGTON METROPOLITAN AREA TRANSIT**

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

	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
<b>Major Projects</b>	169.2	173.2	177.6	221.2	224.2	225.2	1,190.7
<b>Special Funds</b>	68.3	64.3	62.7	113.8	114.8	115.8	539.6
<b>Federal Funds</b>	16.4	16.4	16.4	16.4	16.4	16.4	98.4
<b>Federal Funds - WMATA *</b>	84.5	92.5	98.5	91.0	93.0	93.0	552.6

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\* 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.

**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 net cost and maturity date of 2014.

**SMART GROWTH STATUS:**

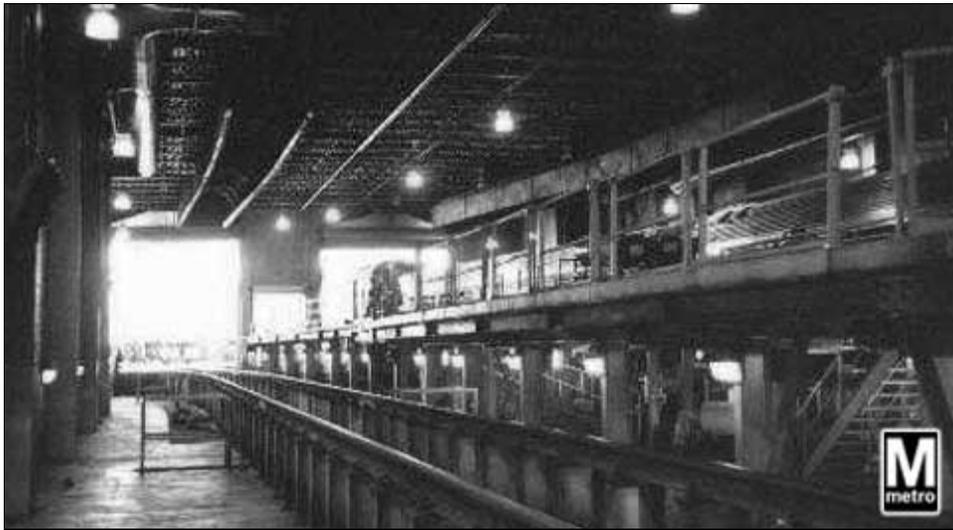
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Metro Matters -- Line 2

**SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP:** None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2010....	....2011....	....2012....	....2013....			
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	647,887	580,063	9,741	9,741	9,741	9,741	9,741	9,741	58,446	9,378	
Total	647,887	580,063	9,741	9,741	9,741	9,741	9,741	9,741	58,446	9,378	
Federal-Aid	354,882	354,882	0	0	0	0	0	0	0	0	



**STATUS:** Mid-life overhaul of rail cars is nearing completion; extending lifetime by 15 years. A 120 new rail car option was executed in November, 2004. Delivery expected through FY 2008. Clean diesel and Hybrid-electric buses delivery began in 2006, with exceptional results.

**SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP:** The Maryland share of the cost of this regional capital program is approximately \$370.0 million through FY 2011 and \$667.0 million through 2024. This agreement includes all projects previously covered by the IRP (Infrastructure Renewal Program). The increase in cost of \$148.3 million is due to the addition of FY 13.

**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:** All Metrorail lines are experiencing overcrowded conditions that will continue to worsen, according to WMATA's projections. The Metrorail system now carries 700,000 passengers daily and ridership growth continues. This program will allow WMATA to increase capacity by operating 8-car trains and bring buses 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 1

<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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
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	1,276,372	316,463	143,857	156,799	167,876	161,452	164,452	165,473	959,909	0	
Total	1,276,372	316,463	143,857	156,799	167,876	161,452	164,452	165,473	959,909	0	
Federal-Aid	145,480	47,080	16,400	16,400	16,400	16,400	16,400	16,400	98,400	0	

A total of \$737.8 million federal funds are to be received directly by WMATA. The \$145.5 million in Federal funds shown above are Congestion Mitigation and Air Quality (CMAQ) funds provided by MDOT. 9003, 9004, 9005, 9006, 9007



**STATUS:** WMATA has completed testing and acceptance of all the 48 car (6000 series) order. All cars are in service.

**PROJECT:** Rail Cars/Capital Improvements 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 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 Metro Matters rail car order currently underway.

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**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP:** Cost decreased \$54.5 million. Funds were reallocated to a new project for initial dedicated funding for Maryland's share of the Davis bill.

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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
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	72,693	50,393	15,600	6,700	0	0	0	0	22,300	0
Total	72,693	50,393	15,600	6,700	0	0	0	0	22,300	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

8011, 8013, 8014



**STATUS:** With the likely passage of the HR 401/S 1446, Maryland has set aside funding for the first year of Maryland's share.

**PROJECT:** Matching Funds for "Federal National Capital Transportation Amendments Act of 2007" - HR 401/S 1446

**DESCRIPTION:** The proposed federal legislation would authorize new federal funds to be appropriated over a 10 year period for the Washington Metropolitan Area Transit system. If the federal legislation passes, it could require as much as \$50.0 million per year from each jurisdiction in matching funds. Maryland has funded the first three years of this match in anticipation of the bill passing.

**JUSTIFICATION:** If the federal legislation is enacted and the compact amendments are enacted and ratified, Maryland is committed to paying up to \$50.0 million per year as part of the dedicated funding package for WMATA. Although not yet required, Maryland is setting aside the first three year's of dedicated funding. Compact amendments are enacted in all three jurisdictions and then ratified by Congress.

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- Grandfathered
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Metro Matters -- Line 2

**SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP:** New Project. Additional \$100.0 million as a result of Revenue Increase funds.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
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	150,000	0	0	0	0	50,000	50,000	50,000	150,000	0	
Total	150,000	0	0	0	0	50,000	50,000	50,000	150,000	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

Funding is dependent upon the passing of federal legislation.  
9008