



Washington Metropolitan Area Transit Authority

WMATA Inputs to the 2007-2030 Constrained Long Range Plan



Presented to the Board of Directors:

Planning & Development Committee

by

Planning & Information Technology

March 2, 2006



Purpose

- **Brief Planning and Development (P&D) Committee on staff's recommended submissions of the Constrained Long Range Plan (CLRP) to the Transportation Planning Board (TPB).**
- **Obtain P&D Committee endorsement of a resolution on this recommended action and to forward the resolution to the Board for final approval authorizing the General Manager to forward the 2007 - 2030 CLRP inputs to TPB.**



Background

- **Importance of 25-Year CLRP Update**
 - **Required part of federal transportation planning process (See Appendix 1).**
 - **Must meet financial constraints and regional air quality conformity requirements.**
 - **WMATA, state DOTs and jurisdictions identify needs and provide cost and revenue projections.**
 - **Provides input to the Metropolitan Transportation Improvement Program (TIP) for construction and expansion of the rail, bus, and paratransit systems and highway projects.**
 - ✓ **If a project is not in the CLRP and TIP, it cannot receive Federal funding.**
 - **Before a federally funded new starts project can be advanced, it must be in the CLRP (See Appendix 2).**



Background – Cont'd

- **In 2000 WMATA requested that the CLRP travel demand model constrain ridership in the core to 2005 levels to reflect anticipated crowding due to ridership gains without fleet expansion.**
- **Subsequently, funding was approved for sixty-four (64) 6000-Series rail cars to reduce crowding.**
- **An additional 122 rail cars were funded through the Metro Matters Agreement, permitting 33% 8-car train operations systemwide.**
- **WMATA 10-Year Capital Plan and Blue Ribbon Panel Report on Dedicated Funding assume an additional 130 rail cars permitting 75% 8-car train operations systemwide.**
- **Dulles extension assumes 100% 8-car train operations systemwide.**
- **FTA has noted that the Dulles Extension Financial Plan and CLRP inputs must be consistent.**
- **There is a \$154M gap in SAFETLU funding for Metro Matters rail cars.**



WMATA Submission – Capital Assumptions

- **Costs**

- **Metro Matters Agreement**
- **Balance of the 10-Year CIP**
- **Infrastructure Renewal beyond Metro Matters levels at \$507M/year, up from \$438M in Metro Matters due to System Expansion.**
- **An additional 90 rail cars and support facilities**

- **Revenues**

- **Metro Matters Funding**
- **Modest growth in Federal Funding after 2011 (2.75%)**
- **Additional Growth in Local/State Share (avg. annual contribution of \$370M)**
- **Makes no assumption regarding Davis Bill or dedicated funding**
- **No internally generated funds from non-passenger revenue (parking, joint development, advertisements, and interest).**



WMATA Submission – Capital Revenue and Expenditures

Total Revenue and Expenditure per Period, YOY

		FY07-10	FY11-15	FY16-20	FY21-25	FY26-30	FY07-30
Expenditures							
1	Metro Matters	\$ 2,204.9	\$ 719.5	\$ 196.0	\$ 81.7	\$ -	\$ 3,202.1
2	IRP (FY11 - FY30)	\$ -	\$ 2,273.1	\$ 2,347.6	\$ 2,614.9	\$ 2,898.5	\$ 10,134.1
3	Capacity Enhancement	\$ 252.6	\$ 1,197.8	\$ 1,139.4	\$ 194.2	\$ -	\$ 2,784.0
4	100% 8-Car Trains (90 additional cars)	\$ -	\$ 387.6	\$ 387.6	\$ -	\$ -	\$ 775.2
5	Project Development	\$ 12.0	\$ 15.0	\$ 15.0	\$ 15.0	\$ 15.0	\$ 72.0
6	Total (=1+2+3+4+5)	\$ 2,469.5	\$ 4,593.0	\$ 4,085.6	\$ 2,905.8	\$ 2,913.5	\$ 16,967.4
Revenue							
7	Federal Formula	\$ 854.3	\$ 1,306.0	\$ 1,495.8	\$ 1,713.1	\$ 1,961.9	\$ 7,331.1
8	Federal Discretionary	\$ 260.0	\$ -	\$ -	\$ -	\$ -	\$ 260.0
9	Internally Generated Funds	\$ 37.7	\$ 6.5	\$ 6.5	\$ 6.5	\$ 6.5	\$ 63.7
10	Metro Matters Debt	\$ 402.4	\$ -	\$ -	\$ -	\$ -	\$ 402.4
11	Total (=7+8+9+10)	\$ 1,554.4	\$ 1,312.5	\$ 1,502.3	\$ 1,719.6	\$ 1,968.4	\$ 8,057.2
Local Share		\$ 915.1	\$ 3,280.4	\$ 2,583.3	\$ 1,186.3	\$ 945.1	\$ 8,910.2



WMATA Submission – Operating Assumptions

- **Expenditures**

- **Based on proposed FY 2006 budget for Metrobus, Metrorail, and MetroAccess**
- **Dulles extension operating costs:**
 - ✓ 2007-2014 based on Dulles New Starts Submission
 - ✓ 2015-2030 assumes Full LPA
- **Operating costs of the CLRP capital submission**

- **Revenues**

- **Based on proposed FY 2006 budget for Metrobus, Metrorail, and MetroAccess**
- **Dulles extension passenger revenue:**
 - ✓ 2007-2014 based on Dulles New Starts Submission
 - ✓ 2015-2030 assumes Full LPA
- **Passenger and non-passenger revenue of the CLRP capital submission**



WMATA Submission – Operating Expenditures and Revenue

Total Revenue and Expenditure per Period, YOY

FY07-10 FY11-15 FY16-20 FY21-25 FY26-30 FY07-30

Expenditures							
1	Metrobus	\$ 1,784.8	\$ 2,927.5	\$ 3,735.2	\$ 4,544.4	\$ 5,529.0	\$ 18,520.8
2	Metrorail	\$ 2,392.7	\$ 3,450.3	\$ 3,997.7	\$ 4,665.4	\$ 5,415.1	\$ 19,921.1
3	Dulles Extension	\$ -	\$ 277.4	\$ 505.1	\$ 567.7	\$ 632.8	\$ 1,983.0
4	MetroAccess	\$ 405.0	\$ 965.0	\$ 1,459.1	\$ 1,952.7	\$ 2,613.1	\$ 7,394.8
5	Debt Service	\$ 109.9	\$ 82.9	\$ -	\$ -	\$ -	\$ 192.9
6	Total	\$ 4,692.4	\$ 7,703.1	\$ 9,697.1	\$ 11,730.2	\$ 14,189.9	\$ 48,012.7
Revenue							
7	Metrobus	\$ 593.0	\$ 967.2	\$ 1,232.6	\$ 1,499.7	\$ 1,824.6	\$ 6,117.0
8	Metrorail	\$ 1,834.7	\$ 2,597.9	\$ 2,936.1	\$ 3,304.4	\$ 3,569.8	\$ 14,242.8
9	Dulles Extension	\$ -	\$ 151.3	\$ 246.8	\$ 275.1	\$ 302.9	\$ 976.0
10	MetroAccess	\$ 33.3	\$ 104.9	\$ 165.1	\$ 191.4	\$ 221.9	\$ 716.6
11	Total	\$ 2,460.9	\$ 3,821.3	\$ 4,580.6	\$ 5,270.5	\$ 5,919.1	\$ 22,052.4
Subsidy							
	Metrobus (1-7)	\$ 1,191.8	\$ 1,960.3	\$ 2,502.6	\$ 3,044.7	\$ 3,704.4	\$ 12,403.8
	Metrorail (2-8)	\$ 558.0	\$ 852.4	\$ 1,061.6	\$ 1,361.0	\$ 1,845.3	\$ 5,678.3
	Dulles Extension (3-9)	\$ -	\$ 126.2	\$ 258.3	\$ 292.6	\$ 329.9	\$ 1,007.0
	MetroAccess (3-9)	\$ 371.7	\$ 860.1	\$ 1,294.0	\$ 1,761.3	\$ 2,391.2	\$ 6,678.3
	Debt Service	\$ 109.9	\$ 82.9	\$ -	\$ -	\$ -	\$ 192.9
	Total	\$ 2,231.4	\$ 3,881.8	\$ 5,116.5	\$ 6,459.7	\$ 8,270.8	\$ 25,960.2



Recommendation

- **The Planning and Development Committee forward CLRP inputs to the full Board for approval and authorization for the GM to forward inputs to TPB.**



Next Steps

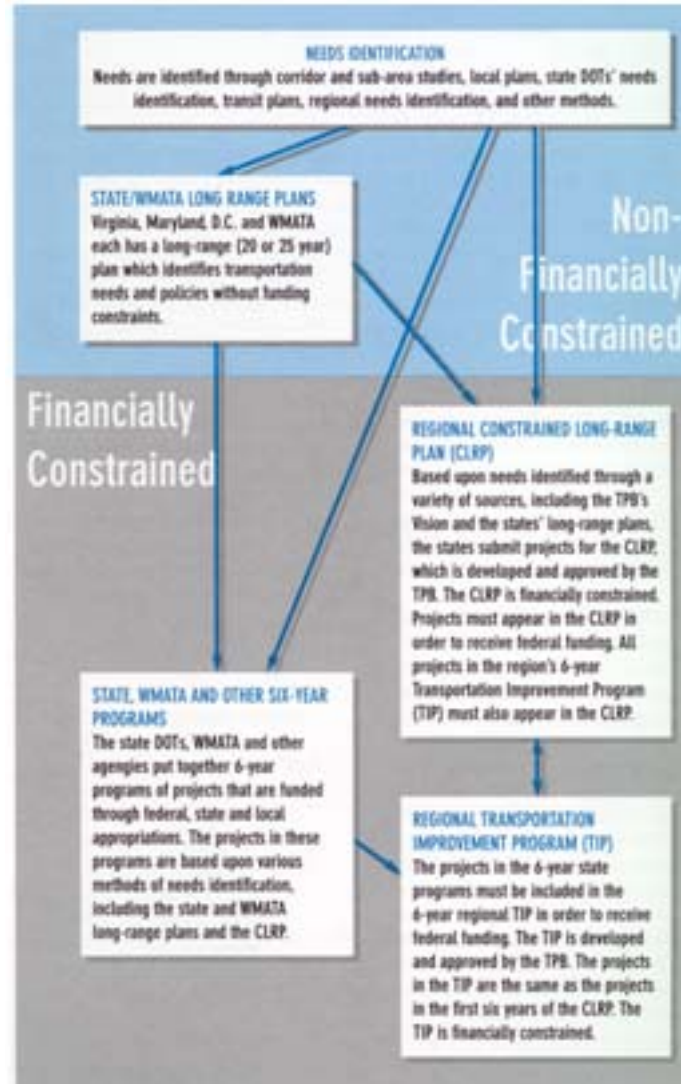
- **March 3, 2006 – Financial submissions presented to TPB Technical Committee**
- **March 15, 2006 – TPB reviews draft financial submissions**
- **March 16, 2006 – Board approval of WMATA financial submission**
- **November 2006 – TPB approves Final 2007 – 2030 CLRP**



Appendix



Appendix 1. Metropolitan Transportation Planning and Programming Process

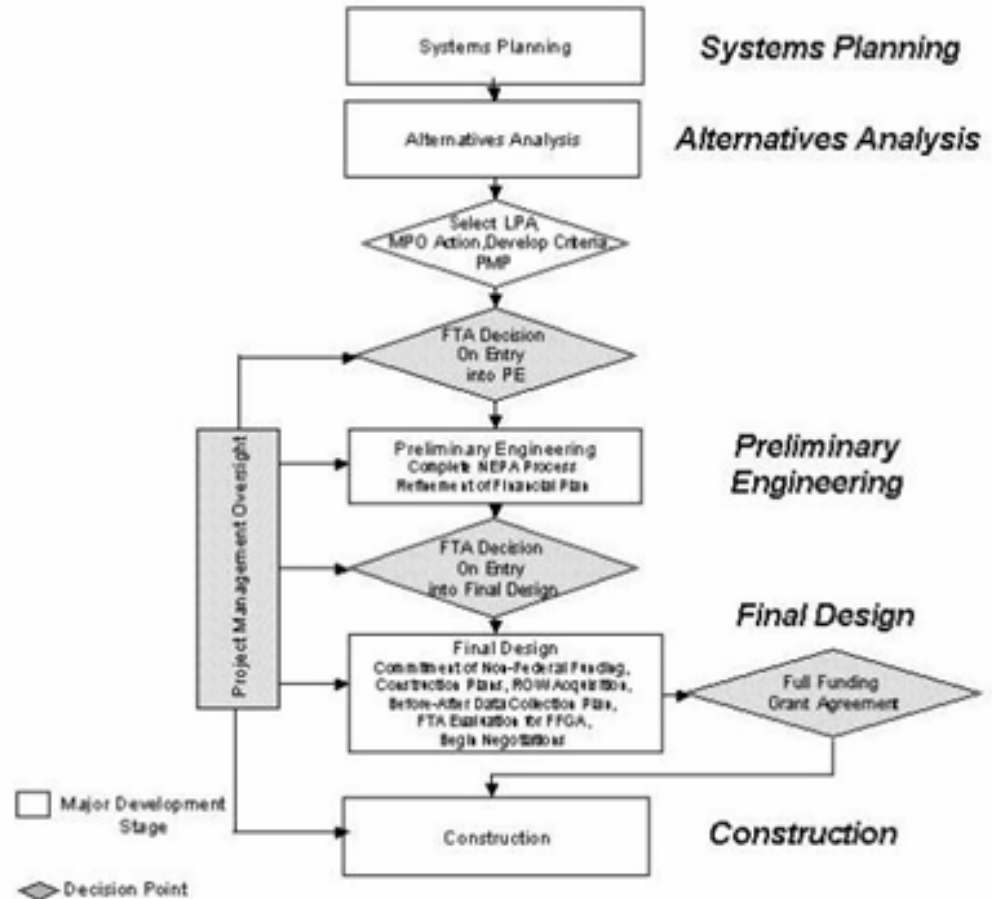




Appendix 2. FTA Planning and Project Development Process

- Before a project can advance through the FTA New Starts process it must be in an approved CLRP
 - ✓ It is necessary to have a financial plan based on an alternatives analysis
- Final Environmental Impact Statement, PI and final design can receive federal funding unless the project is in the CLRP

TEA-21 New Starts Planning and Project Development Process



SUBJECT:

PROPOSED
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, Federal regulations require metropolitan areas to develop a financially Constrained Long Range Plan (CLRP) for transit, highways and other surface transportation systems to include all projects and programs that anticipate receiving federal funds and are regionally significant; and

WHEREAS, The National Capital Region Transportation Planning Board (TPB) has initiated programs and projects that address the preservation, operations, maintenance, and expansion of transportation systems; and

WHEREAS, The TPB 2006 CLRP for the greater Washington metropolitan area must include programs and projects that address the preservation, operations, maintenance, and expansion of transportation systems; and

WHEREAS, There has been a substantial regional effort to dedicate revenue to the operation, rehabilitation, and maintenance of WMATA; and

WHEREAS, The adoption of the CLRP by the TPB will not lessen the importance of dedicated funding; and

WHEREAS, The WMATA submission to the TPB 2006 CLRP builds upon planning and programming already accomplished by other state, local, and regional government agencies, and brings these plans and programs through a 2030 planning horizon; and

WHEREAS, The programs included in this CLRP submission will permit WMATA to operate 100% 8-car trains and expand Metrobus to meet market demand; and

WHEREAS, The WMATA submission to the TPB 2006 CLRP contains the costs for projects and programs for replacement, rehabilitation and expansion, for the Metrorail and Metrobus systems and MetroAccess through 2030, now therefore be it


RESOLVED, That the Board of Directors approves the WMATA submission to the TPB 2006 CLRP attached to this resolution; and be it further

RESOLVED, That the Board of Directors authorizes the General Manager to forward the WMATA submission for the TPB 2006 CLRP and supporting documentation to the TPB by its March 2006 meeting for inclusion in the proposed list of transportation needs and projects, and to provide copies of the submission to federal, state and local governments and other interested parties upon request; and be it further

RESOLVED, That the General Manager is directed to report periodically to the Board of Directors on the status of the TPB's consideration of the WMATA submission to the TPB 2006 CLRP; and be it finally

RESOLVED, That this resolution is effective immediately.

Reviewed for legal form and sufficiency:



Carol B. O'Keeffe
General Counsel