final report

Analysis of Resources for the 2006 Financially Constrained Long-Range Transportation Plan for the Washington Region

prepared for

National Capital Region Transportation Planning Board

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Analysis of Resources for the 2006 Financially Constrained Long-Range Transportation Plan for the Washington Region

Introduction

This document is an analysis of resources for the financially Constrained Long-Range Transportation Plan (CLRP). It summarizes forecasts of transportation revenues and expenditures for the Washington Metropolitan Region. The analysis updates projected transportation revenues and costs for operating, maintaining, and enhancing the regional transportation system through 2030. Forecasts are of transportation revenues and expenditures for the Washington Metropolitan Region for the 24-year period of 2007 to 2030. The forecasts were prepared cooperatively by the transportation implementing agencies and jurisdictions, with technical integration and documentation provided by consultants. All of the forecasts and assumptions were reviewed extensively at nine meetings between July 2005 and September 2006 by a working group of the TPB Technical Committee. The TPB was briefed on the draft financial analysis at its July 19, 2006 meeting.

The projections are shown in constant 2006 dollars of revenues and expenditures through 2030 for the District of Columbia, Suburban Maryland, Northern Virginia, and the region by mode and category. The revenues are summarized in Table 1 and the expenditures are presented in Table 2. This CLRP is constrained with $109,843 million in revenues and $109,843 million in expenditures expected over the 24-year period.

The financial plan forecasts the revenues from existing and proposed sources that can reasonably be expected to be available in order to maintain, operate, and enhance the highway and transit systems in the region. Details on the financial plan are available on the TPB website at: www.mwcog.org/transportation

The products from this financial analysis of the financially Constrained Long-Range Transportation Plan include:

- Projections in constant 2006 dollars (uninflated dollars) of revenues and expenditures through 2030;
- A discussion of the issues faced by agencies in terms of the timing of revenues; and
- Detailed appendices which document all forecasts by year and by agency, to be posted on the TPB's web site.

Potential new sources of revenue are discussed in a companion document "Progress Report on the National Capital Region's Short Term Transportation Capital Funding Needs."

Summary of Results

The revenues and expenditures for the 2006 CLRP analysis cover the 24-year period for 2007 through 2030. This analysis conforms to federal guidelines requiring metropolitan areas to develop long-range transportation plans that include a financial plan that can be implemented through "resources from public and private sources that are reasonably expected to be made available to carry out the plan." The financial plan was developed cooperatively by the states, local jurisdictions, and transit agencies of the Washington Metropolitan Region. The plan reveals a financial constraint with $109,843 million in revenues and $109,843 million in expenditures expected over the 24-year period.

Revenues

Table 1 shows the anticipated revenues for this 2006 Update of the analysis of the CLRP resources. The estimates are shown in constant 2006 dollars for the years 2007-2030. Revenues are shown in five columns: District of Columbia, Suburban Maryland, Northern Virginia, Regional, and Total. The forecasts of regional revenues consist of Washington Metropolitan Area Transit Authority (WMATA) fares and federal formula assistance that comes directly to WMATA as a designated recipient. Revenues are also shown for the categories of federal, state, local, and private/tolls. The overall categories of private/tolls are a variety of sources and include anticipated developer contributions. Table 4, located in the Appendix of this report, provides an estimate of the revenues allocated to highways and transit. Transit fares are forecasted for WMATA and for the local transit systems. Local transit fares are shown for suburban Maryland and Northern Virginia.

Special federal, state, and local revenues are shown for some specific projects and for other potential new sources of revenues (e.g., the possible new toll/HOT lane facilities in Maryland and Virginia, and other revenue sources under consideration at DDOT). The revenues shown in Table 1 exclude the proposed Davis Bill funds, which are actively being pursued and which may come to fruition. If enacted, the Davis Bill would identify an additional $3 billion (approximately $2.3 billion in constant year 2006 dollars during the period of expenditure) for WMATA capital investment over the 10 years between 2007 through 2016, to enable capacity expansion via investments including additional bus and rail vehicles (and associated facility additions and modifications). It would allow operation of 8-Car trains on all lines at peak hours. Under the bill, federal funds of $1.5 billion (approximately $1.1 billion in year 2006 dollars) would come from federal appropriations and matching funds of another $1.5 billion ($1.1 billion in 2006 dollars) would come from dedicated funding sources in Maryland (MD), Virginia (VA), and the District of Columbia (DC).

Table 1. Revenues – Financially Constrained Long-Range Plan (2007-2030)
(Millions of Constant 2006 Dollars)

	District of Columbia	Suburban Maryland	Northern Virginia	Regional	TOTAL
State	$11,756	$16,024	$6,999	-	$34,779
Federal	$3,771	$12,654	$4,754	-	$21,179
Local Jurisdictions	-	$7,013	$12,182	-	$19,195
Private/Tolls	-	$201	$1,396	-	$1,597
Subtotal	***$15,527***	***$35,892***	***$25,331***	-	***$76,750***
Transit Operating Revenues					
Local/Commuter Rail Fares	-	$370	$1,792	-	$2,162
WMATA Fares/Others	-	-	-	$15,814	$15,814
Subtotal	***$0***	***$370***	***$1,792***	***$15,814***	***$17,976***
Selected Expansion Projects with Special Funding					
WMATA Federal Formula (1)	-	-	-	$5,468	$5,468
Dulles Corridor Rail (2)	-	-	$4,023	-	$4,203
Woodrow Wilson Bridge	-	$400	$1,120	-	$1,520
DC Specific Transit/Federal (3)	$122	-	-	-	$122
Intercounty Connector (4)	-	$1,674	-	-	$1,674
Beltway HOT Lanes (4)	-	-	$2,310	-	$2,310
Subtotal	***$122***	***$2,074***	***$7,453***	***$5,468***	***$15,117***
GRAND TOTAL	**$15,649**	**$38,336**	**$34,576**	**$21,282**	**$109,843**

(1) The funds needed to cover the expenditures identified under the Davis Bill ($2,269 million aimed at capacity expansion including extension of Metro Matters and to enable 100% 8-Car trains) are not included.
(2) Of the $4,023 million, half of the funds will be covered by federal contributions and the other half will come from state and local funds.
(3) This item for $122 million includes the federal components of various DC specific transit expansion projects that are not part of the WMATA's regional request. The non-federal amount of $998 million (of the total of $1,120 million), is included in the "State" category. These projects include the DC Street Car, K-Street Busway, Downtown Circulator, and Anacostia Street Car.
(4) The Intercounty Connector (ICC) in Maryland and the Capital Beltway HOT Lanes in Virginia are unique projects in that both will be covering significant proportions of capital and operating expenses from tolls or private funds (private investor funds as well as various bond funds. For instance, of the remaining ICC construction expenditures of $1,786 million, only $112 million will come from the State (included in the "State" source in Row-1). The remaining $1,674 million will be covered by Garvee Bonds and MdTA funds (with future tolls covering future obligations including operations). The Virginia Beltway HOT Lanes will also largely rely on bonds, private investor funds and toll revenues.

While it is reasonable to expect that at the end of the Metro Matters[1] Agreement by 2010, another agreement will be reached, at this time no decisions have been made. Therefore, this is reflected in terms of planning for the region with a capacity constraint on transit, which will shift trips onto the region's already congested highways. Such a capacity constraint has been applied in past CLRPs. This capacity constraint is discussed in more detail in the WMATA section.

Several key high profile highway and transit projects are identified separately in Table 1, including: the two major bridge/corridor rehabilitation/expansion projects in DC, the ICC in MD, the Beltway HOT lanes in Virginia, the Dulles Rail extension in Virginia, and several specific transit projects in DC.

Expenditures

Table 2 summarizes the estimated expenditures in constant year 2006 dollars for the years 2007-2030. The columns are also shown for the District of Columbia, Suburban Maryland, Northern Virginia, Regional, and Total. The majority of future transportation revenues will be devoted to the maintenance and operations of the current transit and highway systems. For highways, more expenditures are anticipated on operations and preservation than on expansion or special projects. Under local transit, commuter rail, and WMATA, operations and preservation will constitute the vast majority of expenditures.

Special funding expenditures include federal aid and other sources. The state and local contributions to capital and operations for WMATA are also shown. In Table 2, WMATA expenditures include WMATA program capital needs, excluding the unfunded Davis Bill expenditures of $2,269 million. The Davis Bill has not yet been enacted. The Davis Bill's allocation is $762 million, $829 million and $678 million to DC, MD and VA, respectively. If enacted, the Davis Bill would cover half of these amounts with federal funding and the jurisdictions would each cover the remaining half.

The estimated revenues (that can be reasonably expected to be available) and the anticipated expenditures are shown to be in balance. The jurisdictions are committed to fully fund the highway and transit needs identified for the 24-year program period including full coverage of the WMATA operating subsidy request. Special funding is shown for major projects in the highway and transit categories. The highway projects include highway bridges and corridors in the District of Columbia, the Inter-county Connector (ICC) in Maryland, the proposed beltway HOT lanes in Virginia, and the Woodrow Wilson Bridge. Transit projects include the Dulles Corridor and selected transit projects in Maryland and Virginia.

[1] WMATA's proposed Capital Improvement Program (FY 2005-2010) budget identified $1.5 billion of unfunded critical capital needs for the WMATA system. To address this, the participating jurisdictions agreed to provide the sufficient revenues through 2010.

Table 2. Expenditures – Financially Constrained Long-Range Plan (2007-2030)
(Millions of Constant 2006 Dollars)

	District of Columbia	Suburban Maryland	Northern Virginia	Regional	TOTAL
Highway					
Operations/Preservation	$5,983	$10,724	$7,696	-	$24,403
Expansion	-	$8,954	$7,278	-	$16,232
Other (Pedestrian, Bicycle, Safety)	-	$82	$0	-	$82
Special Expansion Projects					
Bridges & Corridors (DC)	$1,002	-	-	-	$1,002
Intercounty Connector (MD)	-	$1,786	-	-	$1,786
Beltway HOT Lanes (VA)	-	-	$2,310	-	$2,310
Woodrow Wilson Bridge	-	$400	$1,120	-	$1,520
Subtotal Highway	***$6,985***	***$21,946***	***$18,404***	-	***$47,335***
Transit					
Local/Commuter Rail					
Operations & Preservation	-	$4,878	$4,448	-	$9,326
Expansion	-	$1,366	$2,169	-	$3,535
Subtotal Local/Commuter Rail	-	*$6,244*	*$6,617*	-	*$12,861*
WMATA					
Operating	$6,081	$7,129	$4,243	$15,814	$33,267
System Preservation, Access, and Capacity Enhancement	$1,463	$1,578	$1,289	$5,468	$9,798
Subtotal WMATA	*$7,544*	*$8,707*	*$5,532*	*$21,282*	*$43,065*
New Starts and Other Projects					
Dulles Corridor Rail (VA)	-	-	$4,023	-	$4,023
Bi-County Transitway (MD)	-	$419	-	-	$419
Corridor City Transitway (MD)	-	$959	-	-	$959
Other Selected New Starts (MD)	-	$61	-	-	$61
DC Specific Projects (DC)	$1,120	-	-	-	$1,120
Subtotal New Starts	*$1,120*	*$1,439*	*$4,023*	-	*$6,582*
Subtotal Transit	**$8,664**	**$16,390**	**$16,172**	**$21,282**	**$62,508**
GRAND TOTAL	**$15,649**	**$38,336**	**$34,576**	**$21,282**	**$109,843**
Revenues – Expenditures	***$0***	***$0***	***$0***	***$0***	***$0***

Table 3 depicts the differences between the WMATA's total capital request, including the full amounts in the Davis Bill, and the current estimated funding commitment by the jurisdictions which excludes the Davis project funding. Over the long term, the funding commitment for capital projects is $2.2 billion less than the approximately $12 billion requested by WMATA, principally reflecting the current lack of committed funding for the Davis Bill.

Table 3. WMATA Capital Requests (Including the Davis Bill) Versus the Capital Funding Commitment by Jurisdictions (1)

	District of Columbia	Suburban Maryland	Northern Virginia	Regional	TOTAL
WMATA Capital Request (does not include Davis Bill) (2)	$1,463	$1,578	$1,289	$5,468	$9,798
WMATA Davis Bill Request (3)	$762	$829	$678	$0	$2,269
Subtotal WMATA Capital Request	**$2,225**	**$2,407**	**$1,968**	**$5,468**	**$12,068**
Capital Funding Commitment	**$1,463**	**$1,578**	**$1,289**	**$5,468**	**$9,798**
WMATA Capital Funding Shortfall (4)	*-$762*	*-$829*	*-$678*	*$0*	*-$2,269*

(1) Jurisdictions have committed funding to fully cover WMATA's operating subsidy; therefore, this table highlights the shortfalls in capital money only.
(2) Includes the full WMATA capital program request, not including the Davis Bill amounts.
(3) The request includes local and federal funding commitments. The suburban jurisdictions have not yet committed funding for the Davis Bill and Federal money is not legislated. Once committed, DC, MD, and VA would only be responsible for $381 million, $415 million, and $339 million, respectively. Federal money would cover the remaining portion of the Davis Bill projects.
(4) Since the jurisdictions have committed to fully fund WMATA's operating subsidy, the WMATA capital funding shortfall represents amounts to be covered by the Davis Bill (DC: $762 million, MD: $829 million, VA: $678 million).

Analysis Process

Key Assumptions of the CLRP Financial Analysis

- Revenue forecasts by the jurisdictions are reasonable and represent the best judgments, based on the conditions and status of the available information as of September 9, 2006.

- Cost estimates have been reviewed and updated by the agencies, in consideration of recent cost increases, such as the increases in construction costs. The Bureau of Labor Statistics street and highway construction cost index increased by 24.8 percent between 2002 and 2005.

Revenues and Expenditures

For both expenditures and revenues, the analysis covers a twenty-four (24) year period for 2007 to 2030. Agencies used the 2003 CLRP as a starting point and made appropriate adjustments to reflect the new revenue sources and expenditure estimates made since the 2003 CLRP Update. New identified revenues since 2003 include adjusted registration fees in Maryland and additional federal aid resulting from the recent federal SAFETEA-LU reauthorization legislation.

Methodology

Revenue and expenditure data were cooperatively developed by Maryland Department of Transportation, Virginia Department of Transportation, the District of Columbia Department of Transportation, WMATA, local jurisdictions, and local transit operators. A methodology similar to that used to forecast revenues and expenditures in 2003 was adopted for the 2006 Update. Each agency and jurisdiction was requested to provide forecasts of their transportation revenues and expenditures through 2030. The consultant team converted all future-year dollar estimates to constant year dollars for forecasts that were not already converted by the agencies themselves.

The overall methodology is summarized below. Further details and assumptions can be found in Appendix A.

Suburban Maryland

The revenue numbers in Table 1 for Suburban Maryland include estimates for MDOT funding and from the four suburban jurisdictions (Montgomery, Prince George's, and Frederick counties, and the City of Rockville). MDOT's revenues show funding

projections and expenditure projections for the future. The highway funding includes the implications of SAFETEA-LU. The total state, federal and local funding figures shown ($16,024 million, $12,654 million and $7,013 million in 2006 dollars, respectively) include both highway and transit funding. Local jurisdictions also receive $201 million from sources such as tolls and developer contributions, as well as $370 million in local transit and commuter rail fares. Under the "Selected Expansion Projects with Special Funding" category, there is $400 million funding for the Woodrow Wilson Bridge as well as $1,674 million for the ICC (an additional $112 million is included in the state funding number). This amount will be covered by Garvee Bonds and MdTA funds (with tolls to cover future obligations including operations).

MDOT bases its overall revenue projections on the budget estimates over the next few years, and extrapolations of past trends as well as assumptions about future increases for out years (approximately 2012-2030). For the years 2012-2030, the numbers forecast by MDOT imply an annual increase of approximately 0.4 percent in real terms (over and above inflation) in funding for highway expansion, about a 1.5 percent increase in real terms for operations and about a –0.5 percent annual decrease in real terms for system preservation.

Expenditures (Table 2) include the data from MDOT and the data from the four Maryland local jurisdictions. The WMATA expenditure items exclude the WMATA request for the Davis Bill's Maryland allocation of $829 million. If the Davis Bill is enacted, half of this amount will be funded by the federal government.

Northern Virginia

Northern Virginia estimates of revenues and expenditures were developed cooperatively by VDOT, local jurisdictions, and transit agencies. VDOT developed estimates of federal and state revenues that would be available both statewide and to the Northern Virginia region. VDOT worked with local jurisdictions to identify their additional highway and transit funding needs, taking into account the state revenues available for highways and transit. VDOT and the jurisdictions reviewed the WMATA requests and WMATA funding with and without the Davis Bill.

The total state, federal and local funding figures that are shown include both highway and transit funding - $6,999 million, $4,754 million and $12,182 million, respectively. User charge revenues of $1,396 million from tolls on state toll roads and $1,792 million from local transit and commuter rail fares are shown separately.

Funding for three expansion projects with special funding strategies is also shown separately. This includes: $4,023 million for the Dulles Corridor Rail; $1,120 million for the Woodrow Wilson Bridge; and $2,310 for the Beltway HOT Lanes – these rely on bonds, private investor funds, and toll revenues.

Expenditures (Table 2) include data from VDOT and the NoVA jurisdictions. WMATA expenditure items in Table 2 exclude the WMATA request for the Davis Bill.

District of Columbia

The revenue numbers for highways ($3,771 million from federal sources and $11,756 million from State -- for a total of $6,985 million for highways) in the summary table have been derived from yearly revenue projections provided by DDOT. DDOT's estimates include the increase in federal funding due to the enactment of SAFETEA-LU. Projections assume that federal funding estimated under SAFETEA-LU will continue at the current rate with nominal increases beyond 2009, consistent with or below past trends.

The total highway expenditure forecast of $ 6,985 million is based on DDOT highway estimates which include $1,002 million for major corridor, bridge refurbishing, and expansion projects.

WMATA's request from the District is for $6,081 million for operating and $1,463 million for capital (exclusive of the Davis Bill allocation of $762 million) for a total of $7,544 million. Additionally, revenues of $1,120 million ($998 million in "local" and $122 million from special federal sources) are shown for a variety of DC specific transit projects such as the DC Street Car, K-Street Busway, Downtown Circulator, and Anacostia Street Car.

Table 2 excludes the Davis Bill allocations for the District of Columbia capital subsidy allocation of $762 million.

Washington Metropolitan Area Transit Authority

WMATA's regional operating and capital numbers are shown in summary Table 2. These have been derived from WMATA's CLRP submission. WMATA's constant 2005 dollar values have been converted to 2006 dollar values. The numbers in Table 3 include WMATA capital needs and the Davis Bill needs ($762 million in DC, $829 million in Maryland, $678 in Virginia). Half of the Davis Bill amounts would be paid from federal funds if enacted. As it stands, the additional $2.3 billion as included the Davis Bill is not assumed.

Transit Ridership Constraint

During 2006, progress was made in Congress and the legislatures of Maryland, Virginia, and District of Columbia to identify an additional $2.3 billion (year 2006 dollars) in revenues through the proposed Davis Bill for WMATA's future capital needs. Federal funds would match half and the other half would come from dedicated sources in the District and states. However, for this CLRP the $2.3 billion in new WMATA revenue is not assumed. To address this situation where funding has not yet been identified to accommodate all of the projected WMATA ridership growth, a method that has been applied since the 2000 CLRP was used to limit the projected ridership to be consistent with the available funding for the capacity improvements.

The funding uncertainties affecting the Metrorail system capacity and levels of service beyond 2010 were explicitly accounted for by constraining transit ridership to or through the core area to 2010 levels. The transit constraint method is applied during the travel demand modeling process as part of the air quality conformity analysis of the CLRP. First, unconstrained origin and destination trip tables are produced for the years 2010, 2020, and 2030. Constrained transit trip tables are then created for 2020 and 2030 by inserting 2010 totals for the transit trip patterns that correspond to trips into or through the core area containing the maximum load points in the rail system. The transit person trips that cannot be accommodated are then allocated back to the auto person trip tables, resulting in increased daily automobile trips and vehicle emissions.

■ Comparison to the 2003 CLRP Update

Initial comparisons between average annual revenues by jurisdiction and type for the 2006 Update versus the 2003 Update concludes that more revenues are forecasted on an annual basis than in 2003.

While the revenues and expenditures for 2006 and 2003 Updates were developed using the same general methods, some assumptions have changed and several other factors have changed. First, there are now 24 years in the forecasts (2007-2030) in comparison to 27 years in the earlier forecasts (2004-2030). Also, the new Tables 1 and 2 are estimated in constant 2006 dollars, whereas the previous tables were in constant 2003 dollars.

The net effect of the above two opposing influences would be expected to roughly cancel each other out. However, the financial analysis shows an increase from the total expenditure of $94 billion in the 2003 CLRP to $ 110 billion (and an increase in revenues from $90 billion to $110 billion) in the 2006 CLRP. Additionally, WMATA has identified $2.3 billion for capacity expansion under the Davis Bill items. This suggests that the jurisdictions have identified new projects and new revenues. For example:

- DC funding is $15.6 billion in 2006 compared to $12.5 billion in 2003; this includes major bridge and corridor expansion/rehabilitation projects, as well as transit expansion.

- MD funding is $38.3 billion as compared to $33 billion in the 2003 CLRP (MDOT increased from $28 to $29 billion, MD suburban jurisdiction funding increased from $4.3 to $7.0 billion, and the separate ICC special funding of $1.7 billion is included). MD will now also cover the full WMATA operating subsidy request.

- VA funding is $35.0 billion as compared with $27.3 billion in the 2003 CLRP. Among the new expansion projects are the extended Dulles Corridor Rail project and Beltway HOT Lanes.

- WMATA regional funding increased from $20.5 billion to $21.3 billion. The total WMATA program request has increased $40.5 billion in the 2003 CLRP to $43 billion ($45.3 billion if Davis amount is included) in the 2006 CLRP.

Since 2003, the SAFETEA-LU enactment has provided additional federal funding for highways and transit and all the jurisdictions are committed to funding WMATA's "Metro Matters" initiative.

The District has identified additional sources of revenue via new legislative initiatives to fully meet its key highway and transit needs including rehabilitation and expansion of bridges and corridors. Also, they have identified funding for "Metro Matters" beyond 2010 and carry funding the assumptions out to 2030.

MDOT has identified additional funding for highways and transit including increases attributable to SAFETEA-LU as well as the willingness to fully fund WMATA operating allocations and "Metro Matters" allocations. Like DC, Maryland also makes an assumption regarding continuation of the "Metro Matters" level beyond 2010 to 2030. Maryland has also included the new Intercounty Connector "self funded" project in the 2006 CLRP. The other large increase ($2.7 billion) in the funding can be attributed to additional transportation funding identified by Montgomery County, which includes $29 million for the Silver Spring Transit Center.

The percentage of expenditures for public transportation and highways in the 2006 draft plan are 57 and 43 percent in comparison to the 2003 percentages of close to 60 percent for public transportation and 40 percent for highway. The small shift toward highways probably has resulted from increased funding from SAFETEA-LU and addition of two major new "self-financing" projects (the Beltway HOT Lanes in VA and the Intercounty Connector in MD). The split was approximately 50-50 in the year 2000 CLRP.

Some changes have occurred in the relative amounts listed as state and Federal versus local categories in the revenue tables, which may be due to different accounting for the state aid categories.

The percentage of expenditures for expansion shifted marginally from 23 percent in 2003, and is now approximately 29 percent (31 percent if the Davis Bill amounts were to be included) for the 2006 Update – a major likely reason being the inclusion of the two new highway projects (VA Beltway HOT Lanes and MD ICC), more detailed and expanded data for both the phases of Dulles Corridor Rail and WMATA capacity expansion (items identified in the Davis Bill).

Future Projects and New Revenue Sources

The National Capital Region needs additional revenues and new revenue sources in order to support critically needed future transportation programs and projects. The vast majority of available future transportation revenues will be devoted to the maintenance and operations of the current transit and highway systems. Many desirable projects were identified during the 2000 and 2003 updates and in the 2004 publication "A Time to Act" that could not be included in the CLRP under funding constraints.

As a result, the region must examine new sources of possible future funding and identify the critical steps needed to achieve more adequate funding for the transportation system. Although the region is in the process of implementing HOT and toll lanes, these are only appropriate in particular circumstances and for specific corridors. While specific project-based funding agreements such as HOT and toll lanes are important steps in the right direction, they are not substitutes for broad-based funding sources such as enhanced fuel taxes. In addition, although fuel taxes and other current user fees are a feasible source for the short and mid-term, they may not necessarily be the best long term solution. VMT fees (fees on vehicle miles of travel) are being considered elsewhere as long term options and could be considered as a potential long term option for the region.

Potential Funding Sources for Evaluation

The greatest challenge to the region is the existence of multiple jurisdictions at several levels, each with their own tax base, tax structure and tax policy. Based on a recent report released by AASHTO titled *Metropolitan-Level Transportation Funding Sources,* there is the potential for developing metropolitan-level funding sources for planning and implementing regional transportation projects.

Successful transportation revenue-raising initiatives in other states and major metropolitan areas provide valuable lessons in how to successfully bring new revenue sources. A wide range of revenue sources potentially is available to the region. These are described in a companion document, *Progress Report on the National Capital Region's Short-Term Transportation Capital Funding Needs,* which provides a report on funding options.

Appendix A

Detailed Methodology and Assumptions for the 2006 CLRP Update: Revenue and Expenditure Estimates

Revenue and expenditure data were cooperatively developed by Maryland DOT, Virginia DOT, the District of Columbia DOT, WMATA, local jurisdictions, and local transit operators.

- Maryland Department of Transportation (MDOT) and the local jurisdictions (Montgomery, Prince George's, and Frederick counties, and the City of Rockville) provided input for Suburban Maryland;
- Virginia Department of Transportation (VDOT) provided state inputs from VDOT and Virginia Department of Rail and Public Transportation and coordinated local inputs in Northern Virginia;
- the District Department of Transportation provided input for DC; and
- WMATA provided expenditures through 2030 for Suburban Maryland, Northern Virginia, and the District of Columbia.

The costs to meet the needs for transportation are estimated through the year 2030. Each of the states and jurisdictions (including WMATA) provided detailed tables that are summarized in Table 1 and Table 2. This appendix provides further details on the methodology. Detailed tables for Suburban Maryland, Northern Virginia, the District of Columbia, and WMATA can be accessed on the TPB website at: www.mwcog.org/transportation

Allocation of Revenues to Highways and Transit

Table 4 shows the detail of the anticipated revenues in the plan allocated to highway and transit categories. The estimates are shown in constant 2006 dollars for the years 2007-2030. Revenues are shown in five columns: District of Columbia, Suburban Maryland, Northern Virginia, Regional, and Total.

In determining the highway and transit allocations, the District of Columbia and Northern Virginia jurisdictions provided separate projections. For Suburban Maryland, the highway and transit splits were based on assumptions from historical data available as well as guidance from MDOT.

Table 4 Revenues in the Plan– Allocation to Highways and Transit (2007-2030)
(Millions of Constant 2006 Dollars)

	District of Columbia	Suburban Maryland	Northern Virginia	Regional	TOTAL
State					
Highway(1)	*$3,214*	*$5,563*	*$6,031*	-	*$14,808*
Transit(1)	*$8,542*	*$10,461*	*$968*	-	*$19,971*
Federal					
Highway	*$3,771*	*$11,027*	*$3,050*	-	***$17,848***
Transit	-	*$1,627*	*$1,704*	-	***$3,331***
Local Jurisdictions					
Highway	-	*$2,711*	*$4,497*	-	*$7,208*
Transit	-	*$4,302*	*$7,685*	-	*$11,987*
Private/Tolls					
Highway	-	*$201*	*$1,396*	-	*$1,597*
Transit	-	-	-	-	-
Subtotal (Transit and Highway)	***$15,527***	***$35,892***	***$25,331***	-	***$76,750***
Subtotal Highway	***$6,985***	***$19,872***	***$14,974***		***$41,831***
Subtotal Transit	***$8,542***	***$16,020***	***$10,357***		***$34,919***
Transit Operating Revenues					
Local/Commuter Rail Fares	-	$370	$1,792	-	$2,162
WMATA Fares/Others	-	-	-	$15,814	$15,814
Subtotal	***$0***	***$370***	***$1,792***	***$15,814***	***$17,976***
Selected Expansion Projects with Special Funding					
WMATA Federal Formula (2)	-	-	-	$5,468	$5,468
Dulles Corridor Rail (3)	-	-	$4,023	-	$4,203
Woodrow Wilson Bridge	-	$400	$1,120	-	$1,520
DC Specific Transit/Federal (4)	$122	-	-	-	$122
Intercounty Connector (5)	-	$1,674	-	-	$1,674
Beltway HOT Lanes (5)	-	-	$2,310	-	$2,310
Subtotal	***$122***	***$2,074***	***$7,453***	***$5,468***	***$15,117***
GRAND TOTAL	**$15,649**	**$38,336**	**$34,576**	**$21,282**	**$109,843**

(1) In determining the highway and transit categories, the District of Columbia and Northern Virginia jurisdictions provided separate projections for the categories. For Suburban Maryland, the consultant assumed splits based on historical data available as well as guidance from MDOT.
(2) The funds needed to cover the expenditures identified under the Davis Bill ($2,269 million aimed at capacity expansion including extension of Metro Matters and to enable 100% 8-Car trains) are not included.
(3) Of the $4,023 million, half of the funds will be covered by federal contributions and the other half will come from state and local funds.
(4) This item for $122 million includes the federal components of various DC specific transit expansion projects that are not part of the WMATA's regional request. The non-federal amount of $998 million (of the total of $1,120 million), is included in the "State" category. These projects include the DC Street Car, K-Street Busway, Downtown Circulator, and Anacostia Street Car.
(5) The Intercounty Connector (ICC) in Maryland and the Capital Beltway HOT Lanes in Virginia are unique projects in that both will be covering significant proportions of capital and operating expenses from tolls or private funds (private investor funds as well as various bond funds. For instance, of the remaining ICC construction expenditures of $1,786 million, only $112 million will come from the State (included in the "State" source in Row-1). The remaining $1,674 million will be covered by Garvee Bonds and MdTA funds (with future tolls covering future obligations including operations). The Virginia Beltway HOT Lanes will also largely rely on bonds, private investor funds and toll revenues.

Suburban Maryland

The revenue column for Maryland in Table 1 includes funding from MDOT and the four suburban jurisdictions (Montgomery, Prince George's, Frederick, and Rockville). MDOT numbers are based on data provided by MDOT and incorporate MDOT's funding projections for the future. The funding includes the implications of SAFETEA-LU.

The total state and federal funding figures shown ($ 16,024 million and $12,654 million in 2006 dollars, respectively) include both highway and transit funding. The $400 million funding for the Woodrow Wilson Bridge is shown separately under special federal category. The state funding number also includes $112 million for the Intercounty Connector (ICC) Project (out of the total funding of $1,786 million). The remaining $1,674 million for the ICC is shown as a separate item under "*Selected Expansion Projects With Special Funding*" category. An amount of $7,013 is shown in the "local jurisdictions" row. The amount of $201 million shown in the "private/tolls/bonds" category consists of $101 million in developer contributions and $100 million in miscellaneous private funds available for highways. With respect to transit funding, local transit fare revenues of $370 million have been identified separately.

MDOT bases its overall revenue projections on the budget estimates over the next few years, and extrapolation of past trends as well as assumptions about future increases for the out years (approximately 2012-2030). For years 2012-2030, the numbers from MDOT imply an annual increase of approximately 0.4 percent in real terms (over and above inflation) in funding for highway expansion, 1.5 percent in real terms for operations and –0.5 percent in system preservation.

On the expenditure side (Table 2), the figures again include data from MDOT and the four suburban Maryland jurisdictions.

For highways, the operation and preservation funding number ($10,724 million) includes $7,124 million of MDOT and $3,600 million of local expenditures. The expansion amount of $8,954 million is derived from the total of $9,467 million ($6,619 million of MDOT and $2,848 million of local expenditures) by subtracting $400 million for the Woodrow Wilson Bridge (WWB) and $112 million for the Intercounty Connector (ICC) which are identified separately as "Special Expansion Projects". The $82 million shown under the "other" category represents local expenditures on bicycle, pedestrian and other miscellaneous projects. The table also identifies $1,786 million for ICC under the "special" category.

For transit, WMATA requests for operating and capital (excluding Davis) subsidies are shown in Table 2 ($7,129 million and $1,578 million, respectively). Other "new" transit projects have been identified separately with expenditures of $1,439 million derived from the numbers in the 2003 CLRP by converting the past numbers to 2006 dollars.

The expenditure of $6,244 million under the "Local Transit and Commuter Rail" category is derived as the estimated amount by the local jurisdictions for this category ($4,302 million), plus the amount of MDOT funding remaining after all the other expenditures are covered as described above (MDOT total of $25,830 million less $23,888 million allocated to the other categories above).

Northern Virginia

Northern Virginia estimates of revenues and expenditures were developed cooperatively by VDOT and the local jurisdictions. VDOT developed estimates of federal and state revenues that would be available both statewide and to the Northern Virginia region. VDOT worked with local jurisdictions to identify their additional highway and transit funding needs, taking into account the state revenues available for highways and transit. VDOT and the jurisdictions reviewed the WMATA requests and WMATA funding with and without the Davis Bill. The Virginia local jurisdictions identified their highway and transit revenues and expenditures in consultation with VDOT and each other.

VDOT coordinated the effort and provided revenue and expenditure information for the state, federal and local jurisdiction data. Seven separate worksheets were developed for different categories of projects and program. These include: General Highways; Woodrow Wilson Bridge; Beltway Hot Lanes; WMATA Virginia Allocations; Dulles Corridor Rail; VRE; and Local Transit. In each, the revenues by source (state, federal, local, tolls, other) and expenditures by category (operating, capital) have been identified. These disaggregated data have been used to build the summary table categories.

The total state, federal and local funding figures have been derived for both highway and transit funding - $6,999 million, $4,754 million and $12,182 million, respectively. User charge revenues of $1,396 million from tolls on state toll roads and $1,396 million from local transit and commuter rail fares are derived separately. Funding for three major expansion projects with special funding strategies is derived separately. This includes: $4,023 million for Dulles Corridor Rail; $1,120 million for the Woodrow Wilson Bridge; and $2,310 for the Beltway HOT Lanes (which will largely rely on bonds, private investor funds and toll revenues). Detail on the federal, state, and local revenue sources are provided below.

Federal Revenue

The federal revenues in the plan include: STP, NHS, Interstate Maintenance, Minimum Guarantee/Equity Bonus, Safety, CMAQ, and Rail. On average, Virginia's share of total SAFETEA-LU funding is 2.58%. The estimate of Federal revenues is based on federal apportionments provided from the initial SAFETE-LU tables. Federal funds are reduced to the anticipated federal Obligation Authority level of 90% of the federal apportionments. The estimate of Federal Revenues beyond the end of SAFETEA-LU, 2009, reflects Virginia's anticipated growth in the consumption of motor fuels and is continued at the anticipated federal Obligation Authority levels. This growth rate of 2.047% is less than Virginia's average growth of 3.3% in SAFETEA-LU.

State Revenue

The state revenues in the plan include: Motor Vehicle Sales & Use Tax, Motor Vehicle Fuels Tax, Licenses Fees, International Registration Plan and State Sales & Use Tax. The Six-Year estimate of State revenues used for the fiscal year 2007 annual Budget and the FY 2007 – 2012 Six-Year Program is from the official forecast of State revenues prepared by the Department of Taxation. For the Constrained Long Range Plan (CLRP), the estimate

of State revenues beyond FY 2012 reflects the same growth pattern of the preliminary FY 2007 six-year program.

Local Revenue

The sources of local revenue include Telephone Right-of-Way fees and NVTD Debt Service funding. The NVTD Debt Service schedule is provided from the respective bond documents. Telephone Right-of-Way fees are received by VDOT from the phone companies and provided as received.

Allocations

Administration and the other non-construction programs have anticipated salary adjustments for the six-year program and 3% for non-personal growth. The State Maintenance Program and the Financial Assistance for City Road and County Road Programs have a 4% growth rate. These programs continue at the same growth pattern for the duration of the CLRP.

The projected maintenance funding to these areas was developed by applying the average share of maintenance funding allocated to these areas for fiscal years 2004 to 2006 to the projection of future total maintenance funds.

Projected city road maintenance allocations are developed by applying the average share of city road maintenance funding allocated within these areas for fiscal years 2004 to 2006 to the projection of future total city road maintenance funds. Projected county road maintenance allocations are based on the continued projected growth rate of 4%.

Interstate, National Highway System, and Primary systems construction allocations have been distributed to the construction districts based on historic and planning data. The estimated amounts to the urbanized areas of these program funds are developed utilizing the share of the urbanized area's population of the respective construction district or districts where these areas reside.

Secondary system construction allocations are, as per the code of Virginia, developed to the county level. These county amounts include construction, unpaved road funds, telecommunication fees, and Surface Transportation Program (STP) funds that are allocated by population as per SAFETEA-LU. The estimated amounts of these funds to the urbanized areas are based on the urbanized area's share of the respective county population that lies within the specific area.

The Urban system construction allocations are, as per the code of Virginia, allocated to the municipalities based on populations. These municipality amounts include construction and STP funds that are allocated by population as per SAFETEA-LU. The estimated amounts to the urbanized areas are the allocations to the cities and towns that are within the respective urbanized area boundaries.

Congestion Mitigation and Air Quality Improvement Funds (CMAQ) are calculated utilizing the same methodology as other federal funds mentioned earlier. The method of

distributions is based on population and degree of severity and by FHWA for nationwide distributions to the States. STP Regional Funds are distributed to the applicable areas (populations greater than 200,000) utilizing the same methodology as used for the FY 2005 six-year program.

Debt Service

Information on debt service for Northern Virginia is listed on Table 5.

On the expenditure side (Table 2), the derived figures again include data from VDOT and the NoVA jurisdictions as accumulated from seven detailed tables provided by VDOT. The WMATA expenditure items show WMATA requested funding, excluding the Davis Bill NoVA subsidy allocation of $678 million for which jurisdictions have not identified funding. If the Davis Bill is enacted, half of this amount will be funded by the federal government and the other half will need to be identified by NoVA jurisdictions.

Table 5 Debt Service Information for Northern Virginia

Transportation Facility / Debt Title	TIC	Type	Series	Maturity	Outstanding
Toll Facilities:					
Dulles Toll Road ("Hirst-Brault Expressway"):					
Transportation Facilities Bonds	6.674%	9(c)	1989A	2009	8,300,295
Transportation Facilities Refunding Bonds	3.296%	9(c)	2002	2017	24,615,000
Transportation Facilities Refunding Bonds	2.706%	9(a),9(3)	2003A	2007	7,285,386
Transportation Facilities Refunding Bonds	3.414%	9(a),9(3)	2006A	2008	4,535,000
Sub-total (Dulles)					44,735,681
Debt Programs:					
Northern Virginia Transportation District Program:					
Transportation Revenue Bonds	5.340%	9(d)	1996A	2021	5,040,000
Transportation Revenue Refunding Bonds	5.265%	9(d)	1997B	2020	39,880,000
Transportation Revenue Bonds	5.580%	9(d)	1999A	2024	2,925,000
Transportation Revenue Bonds	4.870%	9(d)	2001A	2026	25,720,000
Transportation Revenue Bonds	4.180%	9(d)	2002A	2027	34,655,000
Transportation Revenue Refunding Bonds	4.180%	9(d)	2002A	2027	92,625,000
Transportation Revenue Refunding Bonds	3.969%	9(d)	2004A	2022	89,400,000
Transportation Revenue Refunding Bonds	4.550%	9(d)	2006B	2031	20,020,000
Sub-total (NVTD Program)					310,265,000
Route 28 Project:					
Transportation Contract Revenue Bonds - CAB	4.484%	9(d)	2002	2018	44,271,143
Transportation Contract Revenue Ref. Bonds	4.484%	9(d)	2002	2018	68,010,000
Sub-total (Route 28)					112,281,143

District of Columbia

DDOT prepared detailed estimated for highways and transit. The estimates separated revenues by "federal" and "local" ("State") categories. Revenues in 2006 dollars are $15,527 million ($3,771 million in federal and $11,756 million in "State or local" funds). DDOT's highway revenue estimates include the increase in federal funding due to the enactment of SAFETEA-LU. DDOT revenue estimates also assume that federal funding estimated under SAFETEA-LU will continue at the current plus nominal inflation level beyond 2009.

Table 1 does not show any funding from "private" sources. While DC gets some of the highway and transit funds from a variety of non-user sources (general obligation bonds, ROW rental fees and some miscellaneous sources for transit funding and ROW fees, parking meter fees, off-street taxes, bus shelter advertising for highway funding), these are generalized levies and, thus, have not been identified as privately generated funds.

The expenditures for highways in the summary Table 2 are also shown in constant 2006 dollars ($5,983 million for operations and preservation and $1,002 million for special bridge and street rehabilitation/expansion for a total of $6,985 million). The estimate of $1,002 million for special expansion projects includes the 11th Street and South Capitol Street bridge and corridor projects.[2] With respect to WMATA, DDOT assumes that the "Metro Matters" level will continue beyond 2010 (through 2030). WMATA total request for DC subsidy is $6,081 million for operating and $2,225 million for capital including $762 million for items in the Davis Bill, which are currently not funded by DDOT. Additional DC transit expenditures consist of $1,120 million for DC specific transit projects.

WMATA

WMATA's regional operating and capital subsidy request numbers for each suburban jurisdiction were derived from WMATA's spreadsheets as of mid-April 2006 which was inclusive of the Davis Bill expenditures. The consultant team subtracted, from the WMATA data, $3.0 billion (year of expenditure dollars) from the Davis Bill funding. This included all of the $2,784 million year of expenditure dollars in "capacity expansion" category, and $216 million year of expenditure dollars from the "Eight Car Train" category, reflecting a reduction of 25 cars from the planned acquisition of 90 additional cars spread over FY 2013-2018. In constant 2006 dollars, the Davis Bill would add approximately $2.3 billion to the expenditures, half of which would have to be funded jointly by DC, MD and VA.

In order to estimate the Davis Bill allocations, WMATA's year of expenditure dollars, less the Davis $3.0 billion, were converted first to constant 2005 dollars (in order to be consistent with WMATA's estimates in 2005 dollars) and then converted to 2006 dollars assuming a 3.0 % inflation from 2005 to 2006.

[2] TPB April 19,2006 Meeting; Attachment Item 9A (TPB R-18), Page 8; "Project Descriptions, 2006 CLRP - Suggested Project Changes").

WMATA's full capital request, including $2.3 billion enabled by the Davis Bill, is shown on Table 3. These numbers assume that of the total capital needs, $2.3 million will be funded from Davis Bill federal monies ($1.15 Billion) and an equal match ($1.15 Billion) from the jurisdictions. Currently, the Davis legislation has not been enacted.

Appendix A

Detailed Tables for the 2006 CLRP Update: Revenue and Expenditure Estimates

Detailed CLRP tables for Suburban Maryland, Northern Virginia, the District of Columbia, and WMATA are provided within this appendix. All of the forecasts and assumptions were reviewed extensively by a working group of the Transportation Planning Board Technical Committee. The tables present projections in constant 2006 dollars (uninflated dollars) of revenues and expenditures costs for the 24-year period, 2007 through 2030.

- Tables A.1 - A.4 - Suburban Maryland
- Tables A.5 - A.11 – Northern Virginia
- Tables A.12 - A.13 – District of Columbia
- Tables A.14 - A.16 - WMATA (Excluding Davis Bill)
- Tables A.17 – A.18 – WMATA (Including Davis Bill)

Table A.1. Suburban Maryland CLRP Expenditures

MDOT Expenditures
(Millions of Constant 2006 Dollars)

	2007-2030 Total
Wash. Region Expansion	
Highway	6,619
Transit	3,113
Total	9,732
Wash. Region Operating	
Highway	3,109
Transit	7,254
Total	10,363
Wash. Region System Preservation	
Highway	4,015
Transit	1,721
Total	5,736
Total Highway	**13,743**
Total Transit	**12,087**
TOTAL Expenditures	**25,830**
MDOT Revenues (Millions of Constant 2006 Dollars)	
Federal/State Funds	**25,830**

Notes: Additional Special Funds (and Expenditures) for ICC - $1,674 million

Table A.2. Suburban Maryland CLRP Expenditures

Suburban MD Jurisdictions
Transportation Expenditures
(Millions of Constant 2006 Dollars)

	2007-2030 Total	Montgomery	PG	Frederick	Rockville
Highway and Road Expenditures					
Operation and Maintenance	2,285	1,068	904	263	50
CLRP-Type Capital Expenditures	2,848	2,313	528	0	7
Preservation Capital Expenditures	1,315	431	430	402	52
Other	82		82		
Total Highway and Road Expend.	6,530	3,812	1,944	665	109
Transit Expenditures					
Operation and Maintenance	3,257	2,756	388	103	10
CLRP-Type Capital Expenditures	386	276	109		1
Preservation Capital Expenditures	265	153	54	58	
Other	393	367	15		11
Total Transit Expend.	4,302	3,552	566	161	22
Total Expenditures	10,832	7,364	2510	826	131

Suburban MD Jurisdictions
Transportation Revenues
(Millions of Constant 2006 Dollars)

	2007-2030 Total	Montgomery	PG (1)	Frederick	Rockville
Federal Funds	138	59		79	
State Funds	3,110	1,950	1,004	68	87
Local Funds	7,013	4,968	1,506	495	44
Fares	370	360		10	
Tolls					
Developer Contributions	101	27		74	
Miscellaneous/Other Revenues	100			100	
Total Revenues	10,832	7,364	2,510	826	131

(1) Assume 40:60 split State:Local as per 2003 CLRP

Table A.3. Suburban Maryland CLRP Expenditures

MDOT Expenditures (Millions of Constant 2006 Dollars)	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Expansion															
(Millions of YOE Dollars)															
Statewide Expansion Funds	934	749	590	419	368	149	701	745	790	835	880	925	969	1016	1064
Surface Percentage							612	650	689	728	767	807	846	887	929
Private Funds							22	22	22	23	23	23	23	24	24
Total Surface Available							634	672	711	751	790	830	869	911	953
Wash. Percentage Enhancement	575	491	466	304	220	113	374	392	412	431	450	470	488	509	529
Wash New Starts **(Const 2006$)**	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
Total Wash.Expansion Funds	640	556	531	369	285	178	439	457	477	496	515	535	553	574	594
Wash. Region Expansion															
(Millions of Const. 2006 $)															
Expansion Funds	575	477	439	278	195	97	313	319	325	330	335	340	342	347	350
New Starts Transit	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
New Starts Match	109	91	83	53	37	19	60	61	62	63	64	65	65	66	66
Transit	174	156	148	118	102	84	125	126	127	128	129	130	130	131	131
Highways	466	386	356	225	158	79	254	258	263	268	271	275	277	281	283
Total	640	542	504	343	260	162	378	384	390	395	400	405	407	412	415
Operating (YOE $)															
Statewide	1277	1342	1407	1474	1544	1614	1673	1735	1801	1872	1948	2030	2118	2210	2307
Wash Region Highway (0.085425)	109	115	120	126	132	138	143	148	154	160	166	173	181	189	197
Wash Region Transit (0.199325)	255	267	280	294	308	322	333	346	359	373	388	405	422	441	460
Wash. Region Operating															
(Millions of Const. 2006 Dollars)															
Highway	109	111	113	115	117	119	120	121	121	123	124	125	127	129	130
Transit	255	260	264	269	273	278	279	281	283	286	289	292	296	300	304
Total	364	371	378	384	391	396	399	402	405	409	413	418	423	429	434
System Preservation (YOE $)															
Statewide	940	792	790	773	783	853	803	823	843	864	886	908	931	954	978
Wash Region Highway (0.25284)	238	200	200	195	198	216	203	208	213	218	224	230	235	241	247
Wash Region Transit (0.10836)	102	86	86	84	85	92	87	89	91	94	96	98	101	103	106
Wash. Region System Preservation															
(Millions of Const. 2006 Dollars)															
Highway	238	194	188	179	176	186	170	169	168	167	167	166	165	164	163
Transit	102	83	81	77	75	80	73	73	72	72	71	71	71	70	70
Total	340	278	269	256	251	266	243	242	240	239	238	237	236	235	234
Notes: Additional Special Funds (and Expenditures) for ICC - $1,674 million															

Table A.3. Suburban Maryland CLRP Expenditures, *Continued*

2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2007-2030 Total
1114	1166	1220	1276	1333	1391	1452	1515	1579	1646	
972	1018	1065	1113	1163	1214	1267	1322	1378	1436	
24	24	25	25	25	25	25	25	25	25	
996	1042	1090	1138	1188	1239	1292	1347	1403	1461	
550	573	596	620	644	669	695	721	749	777	12243
65	65	65	65	65	65	65	65	65	65	1560
615	638	661	685	709	734	760	786	814	842	13803
353	357	361	364	367	370	374	376	380	382	8172
65	65	65	65	65	65	65	65	65	65	1560
67	68	69	69	70	70	71	71	72	73	1553
132	133	134	134	135	135	136	136	137	138	3113
286	289	292	295	297	300	303	305	307	310	6619
418	422	426	429	432	435	439	441	445	447	9732
2409	2516	2629	2748	2873	3005	3144	3291	3446	3609	54745
206	215	225	235	245	257	269	281	294	308	4677
480	502	524	548	573	599	627	656	687	719	10912
132	134	136	138	140	142	144	147	149	152	3109
308	313	317	322	327	332	337	342	348	354	7254
440	446	453	460	467	474	481	489	497	506	10363
1002	1027	1053	1079	1106	1134	1162	1191	1221	1252	23208
253	260	266	273	280	287	294	301	309	317	5868
109	111	114	117	120	123	126	129	132	136	2515
163	162	161	160	159	159	158	157	156	156	4015
70	69	69	69	68	68	68	67	67	67	1721
232	231	230	229	228	227	226	225	223	222	5736

Table A.4. Suburban Maryland CLRP Expenditures (Intercounty Connector)

FUNDING (in millions of 06$)		
GARVEE	$	555
MdTA	$	1,082
Special Federal	$	37
	$	1,674
MDOT	$	112
	$	1,786
EXPENDITURES (in millions of 06$)		
Capital	$	1,786

Source: CLRP, "Proposed Project or Action Description Form"
Submitted by MDOT/SHA to TPB
Action Item on 10/19/05

Table A.5. Northern Virginia CLRP Revenues and Expenditures (Total)

TOTAL HIGHWAY PROJECTS: REVENUE & EXPENDITURE ESTIMATES
(000s of 2006 $s)

REVENUES:			
I	Federal Funds		$3,049,967
II	State Funds		$6,031,195
	Statewide Program Distri.	$5,503,237	
	Allocated for Local Programs	$527,958	
III	Sub-Regional Funds		$1,558,946
	NVTD Bonds	$163,380	
	Toll Facilities (State owned)	$1,395,566	
IV	Local Funds		$4,333,696
	Arlington County	$722,058	*17%*
	Fairfax County	$751,144	*17%*
	Loudoun County	$831,000	*19%*
	Prince William County	$1,602,000	*37%*
	City of Alexandria	$56,981	*1%*
	City of Falls Church	$8,750	*0.2%*
	City of Manassas	$1,763	*0.04%*
	Other	$360,000	*8%*
Total Estimated Revenue for 2007 - 2030			**$14,973,804**
EXPENDITURES:			
I	Operations & Maintenance		$6,040,179
	For Cities	$477,886	
	For Counties (Arlington)	$663,932	
	State's Share	$4,527,035	
	Toll Road	$371,325	
II	Capital		$7,278,416
	Interstate System	$583,527	
	Primary System	$3,324,939	
	Secondary System	$1,970,646	
	Urban System	$231,187	
	Safety / Enhancement	$191,358	
	Toll Road	$976,758	
III	Debt Service		$1,144,351
	NVTD Bonds	$461,474	
	Toll Road	$47,483	
	Local	$635,394	
IV	Other		$510,858
	Environmental - Plg & Resr.	$12,087	
	Administration	$459,779	
	Ground Transp. - Plg & Resr.	$38,992	
Total Estimated Expenditure for 2007 - 2030			**$14,973,804**

Table A.6. Northern Virginia CLRP Revenues and Expenditures (Woodrow Wilson Bridge)

WOODROW WILSON BRIDGE:
REVENUE & EXPENDITURE ESTIMATES (000s of 2006 $s)

REVENUES

No.	SOURCE		TOTAL
1	FEDERAL PORTION FOR VA		$913,300
1.1	Regular Funds	$348,000	
1.2	Special Federal Funds	$565,300	
2	STATE		$207,000
2.1	State Matching Funds	$207,000	
TOTAL			$1,120,300

EXPENDITURES

No.	SOURCE	TOTAL
1	Projectwide	$113,900
2	Telegraph Rd. Interchange	$315,800
3	US 1 Interchange	$615,800
4	VA - MD Reimbursement	$74,800
TOTAL		$1,120,300

Table A.7. Northern Virginia CLRP Revenues and Expenditures (Capital Beltway Hot Lane Project)

CAPITAL BELTWAY HOT LANE PROJECT: REVENUE & EXPENDITURE ESTIMATES
(000s of 2006 $s)

REVENUES

SOURCE	CAPITAL	SOURCE	OPERATING *
Non Recourse Bonds	$661,190	Toll Revenues	$1,124,781
TIFIA Backed Bonds	$271,495	Reserve Fund Interests	$45,464
Private Investments	$131,715		
Earnings On Investments	$75,682		
TOTAL - CAPITAL	**$1,140,082**	**TOTAL - OPERATING**	**$1,170,244**

EXPENDITURES

SOURCE	CAPITAL		OPERATING *
Preliminary Engineering	$81,386	Operations & Maintenance	$81,366
Right Of Way & Utility Relocation	$26,442	Debt Service	$922,438
Construction	$732,015	Administration, Reserves	$166,440
Toll Facilities	$45,682	and Return ^	
Contingency	$190,456		
Debt Service	$64,102		
TOTAL CAPITAL	**$1,140,082**	**TOTAL - OPERATING**	**$1,170,244**

* Operating revenue & expenditures correspond period 2010 to 2030
^ Includes expenditure associstaed with Tolling and Enforcement.

Table A.8. Northern Virginia CLRP Revenues and Expenditures (WMATA)

WMATA SERVICE: REVENUE & EXPENDITURE ESTIMATES *(000s of 2006 $s)*

EXPENDITURE (SUBSIDY)

JURISDICTION	CAPITAL MM / CIP	CAPITAL Davis Bill	CAPITAL Total	OPERATING	TOTAL
Gross NoVA Subsidy	$1,289.7	$678.8	$1,968.5	$4,242.6	$6,211.1
Less NoVA Bonds	*$105.6*	*$0.0*	$105.6	*$0.0*	$105.6
Net NoVA SUBSIDY	**$1,184.1**	**$678.8**	**$1,862.9**	**$4,242.6**	**$6,105.5**
City of Alexandria	$174.3	$99.4	$273.8	$620.4	$894.2
Arlington County	$325.2	$184.7	$509.9	$1,018.7	$1,528.5
City of Fairfax	$8.7	$5.0	$13.7	$44.7	$58.4
Fairfax County	$624.9	$359.4	$984.4	$2,387.4	$3,371.8
City of Falls Church	$10.5	$5.9	$16.4	$52.1	$68.5
Loudoun County	$40.4	$24.3	$64.8	$119.3	$184.1

REVENUE State Aid and NoVA Gas Tax

JURISDICTION	CAPITAL MM / CIP	CAPITAL Davis Bill	CAPITAL Total	OPERATING	TOTAL
City of Alexandria	$0.0	$0.0	$0.0	$423.5	$423.5
Arlington County	$122.6	$0.0	$122.6	$575.4	$698.0
City of Fairfax	$0.5	$0.0	$0.5	$44.7	$45.2
Fairfax County	$86.2	$0.0	$86.2	$1,912.5	$1,998.7
City of Falls Church	$4.9	$0.0	$4.9	$37.6	$42.6
Loudoun County	$40.4	$0.0	$40.4	$119.3	$159.8
TOTAL NoVA REV.	**$254.7**	**$0.0**	**$254.7**	**$3,113.0**	**$3,367.7**

Local Funds (General Fund, Bonds, Developer, Earmarks)

JURISDICTION	CAPITAL MM / CIP	CAPITAL Davis Bill	CAPITAL Total	OPERATING	TOTAL
City of Alexandria	$174.3	$0.0	$174.3	$196.9	$371.2
Arlington County	$202.6	$0.0	$202.6	$443.3	$645.9
City of Fairfax	$8.2	$0.0	$8.2	$0.0	$8.2
Fairfax County	$538.7	$0.0	$538.7	$475.0	$1,013.6
City of Falls Church	$5.6	$0.0	$5.6	$14.4	$20.0
Loudoun County	$0.0	$0.0	$0.0	$0.0	$0.0
TOTAL NoVA REV.	**$929.4**	**$0.0**	**$929.4**	**$1,129.6**	**$2,059.0**

REVENUE DEFICIT

	CAPITAL MM / CIP	CAPITAL Davis Bill	CAPITAL Total	OPERATING	TOTAL
City of Alexandria	$0.0	$99.4	$99.4	$0.0	$99.4
Arlington County	$0.0	$184.7	$184.7	$0.0	$184.7
City of Fairfax	$0.0	$5.0	$5.0	$0.0	$5.0
Fairfax County	$0.0	$359.4	$359.4	$0.0	$359.4
City of Falls Church	$0.0	$5.9	$5.9	$0.0	$5.9
Loudoun County	$0.0	$24.3	$24.3	$0.0	$24.3
TOTAL NoVA	**$0.0**	**$678.8**	**$678.8**	**$0.0**	**$678.8**

Table A.9. Northern Virginia CLRP Revenues and Expenditures (Dulles Corridor Rail Service)

DULLES CORRIDOR RAIL SERVICE: REVENUE & EXPENDITURE ESTIMATES

(000s of 2006 $s)

CAPITAL EXPENDITURE

JURISDICTION	Wiehle Ave. Extension [1]	IAD / Rte. 772 Extension [2]	TOTAL
FACILITIES	$1,287,774	$1,391,848	$2,679,622
VEHICLES	$169,850	$236,012	$405,862
PROFESSIONAL SERVICES	$314,155	$405,652 [3]	$719,807
CONTINGENCY	$80,000	$95,114	$175,114
FINANCE CHARGES	$42,358		$42,358
TOTAL	$1,894,137	$2,128,626	$4,022,763

CAPITAL REVENUE

JURISDICTION	Wiehle Ave. Extension *	IAD / Rte. 772 Extension #	TOTAL
FEDERAL			
Sec. 5309 (New Starts)	$825,840	$1,064,313	$1,890,153
STATE		$532,156	$532,156
VTA 2000	$51,700		$51,700
Toll Road - Surplus	$337,450		$337,450
Bonds	$145,000		$145,000
LOCAL		$532,156 [6]	$532,156
Fairfax County [4]	$400,000		$400,000
Fairfax County [5]	$134,150		$134,150
TOTAL	$1,894,140	$2,128,625	$4,022,765

1 Based on estimates from 100% Design

2 IAD = International Airport at Dulles. Cost estimate updates values in the FEIS estimates to reflect current project engineering knowledge and experience with Wiehle Ave. extension.

3 Represents Soft Costs

4 Transportation Improvement District

5 General funds, Bonds & Other sources

6 Metropolitan Washington Airports Authority, Loudoun & Fairfax Counties

Table A.10. Northern Virginia CLRP Revenues and Expenditures (Virginia Railway Express)

VIRGINIA RAILWAY EXPRESS: REVENUE & EXPENDITURE ESTIMATES

in 000s of 2006 Dollars

EXPENDITURE

CATEGORY	CAPITAL	OPERATING	TOTAL
VEHICLES	$81,660	$1,689,665	$1,771,325
FACILITIES	$330,403	$109,646	$440,049
ADMINISTRATION	$0	$420,785	$420,785
DEBT SERVCIE	$264,818	$0	$264,818
TOTAL	$676,881	$2,220,096	$2,896,977

REVENUE

JURISDICTION	CAPITAL	OPERATING	TOTAL
FARES	$3,405	$1,257,822	$1,261,227
ADVERTISEMENT	$0	$5,082	$5,082
FEDERAL SUBSIDY	$518,975	$424,616	$943,591
STATE AID	$89,034	$240,720	$329,754
LOCAL GOVT. GEN. FUNDS	$65,367	$278,668	$344,035
OTHER	$0	$13,288	$13,288
TOTAL	$676,781	$2,220,197	$2,896,977

Table A.11. Northern Virginia CLRP Revenues and Expenditures (Local Jurisdictions)

NORTHERN VIRGINIA LOCAL JURISDICTIONS' TRANSIT SERVICES: REVENUE & EXPENDITURE ESTIMATES

(000s of 2006 $s)

REVENUE

	CAPITAL				Sub	OPERATING				Sub	**Grand**
JURISDICTION	Federal	State	Reg./Loc.	Other	Total	Federal	State	Reg./Loc.	Other	Total	**Total**
District-wide	$459,831	$114,958	$0	$0	$574,789	$0	$0	$0	$0	$0	$574,789
Arlington County			$37,577		$37,577			$230,605	$14,823	$245,427	$283,005
City of Alexandria		$67,307	$50,522		$117,829			$285,912	$77,130	$363,042	$480,871
City of Fairfax			$7,846	$2,424	$10,270		$35,932		$7,107	$43,039	$53,309
Fairfax County	$231,525	$36,959	$299,584	$49,550	$617,619	$0	$200,885	$535,947	$14,790	$751,622	$1,369,241
Loudoun County		$47,000			$47,000			$60,000	$155,000	$215,000	$262,000
P R T C	$22,000	$60,423	$4,695		$87,119	$46,702	$76,020	$296,036	$191,166	$609,924	$697,043
TOTAL	$713,356	$326,647	$400,225	$51,974	$1,492,203	$46,702	$312,837	$1,408,499	$460,016	$2,228,054	$3,720,257

EXPENDITURE

	CAPITAL				Sub	OPERATING				Sub	**Grand**
JURISDICTION	Vehicles	Facilities	Admin.	Other	Total	Vehicles	Facilities	Admin.	Other	Total	**Total**
District-wide	$459,831	$114,958	$0	$0	$574,789	$0	$0	$0	$0	$0	$574,789
Arlington County	$24,377	$13,200	$0	$0	$37,577	$235,698	$0	$9,729	$0	$245,427	$283,005
City of Alexandria	$82,827	$35,002	$0	$0	$117,829	$319,585	$4,705	$38,752		$363,042	$480,871
City of Fairfax	$3,241	$7,029			$10,270	$43,039				$43,039	$53,309
Fairfax County	$115,000	$502,619			$617,619	$751,622				$751,622	$1,369,241
Loudoun County	$35,000	$12,000			$47,000	$215,000				$215,000	$262,000
P R T C	$62,049	$17,000	$0	$8,069	$87,119	$609,924				$609,924	$697,043
TOTAL	$782,326	$701,807	$0	$8,069	$1,492,203	$2,174,868	$4,705	$48,481	$0	$2,228,054	$3,720,257

Table A.12. District of Columbia CLRP (Highway Revenue)

Highway Revenue Projections FY 2007 - 2030
(millions of 2006 $)

Fiscal Year	Highways	Local Highway Trust Fund	High Priority Projects/Earmarks	Public Space Rental Fees	Parking Meter Collections	Rights-of-Way	Off-Street Parking Taxes	Bus Shelter Advertising	Total Revenues
2006	$ 127.3	$ 31.8	$ 51.5	$ 14.4	$ 16.0	$ 45.2	$ 30.0	$ 88.0	$ 404.3
2007	$ 127.3	$ 31.8	$ 33.2	$ 14.4	$ 16.0	$ 38.0	$ 30.0	$ -	$ 290.8
2008	$ 127.3	$ 31.8	$ 33.2	$ 14.4	$ 16.0	$ 38.0	$ 30.0	$ -	$ 290.8
2009	$ 127.3	$ 31.8	$ 29.5	$ 14.4	$ 16.0	$ 38.0	$ 30.0	$ -	$ 287.1
2010	$ 127.3	$ 31.8	$ 29.5	$ 14.4	$ 16.0	$ 38.0	$ 30.0	$ -	$ 287.1
2011	$ 127.3	$ 31.8	$ 29.5	$ 14.4	$ 16.0	$ 38.0	$ 30.0	$ -	$ 287.1
2012	$ 127.3	$ 31.8	$ 29.5	$ 14.4	$ 16.0	$ 38.0	$ 30.0	$ -	$ 287.1
2013	$ 127.3	$ 31.8	$ 29.5	$ 14.4	$ 16.0	$ 38.0	$ 30.0	$ -	$ 287.1
2014	$ 127.3	$ 31.8	$ 29.5	$ 14.4	$ 16.0	$ 38.0	$ 30.0	$ -	$ 287.1
2015	$ 127.3	$ 31.8	$ 29.5	$ 14.4	$ 16.0	$ 38.0	$ 30.0	$ -	$ 287.1
2016	$ 127.3	$ 31.8	$ 29.5	$ 14.4	$ 16.0	$ 38.0	$ 30.0	$ -	$ 287.1
2017	$ 127.3	$ 31.8	$ 29.5	$ 14.4	$ 16.0	$ 38.0	$ 30.0	$ -	$ 287.1
2018	$ 127.3	$ 31.8	$ 29.5	$ 14.4	$ 16.0	$ 38.0	$ 30.0	$ -	$ 287.1
2019	$ 127.3	$ 31.8	$ 29.5	$ 14.4	$ 16.0	$ 38.0	$ 30.0	$ -	$ 287.1
2020	$ 127.3	$ 31.8	$ 29.5	$ 14.4	$ 16.0	$ 38.0	$ 30.0	$ -	$ 287.1
2021	$ 127.3	$ 31.8	$ 29.5	$ 14.4	$ 16.0	$ 38.0	$ 30.0	$ -	$ 287.1
2022	$ 127.3	$ 31.8	$ 29.5	$ 14.4	$ 16.0	$ 38.0	$ 30.0	$ -	$ 287.1
2023	$ 127.3	$ 31.8	$ 29.5	$ 14.4	$ 16.0	$ 38.0	$ 30.0	$ -	$ 287.1
2024	$ 127.3	$ 31.8	$ 29.5	$ 14.4	$ 16.0	$ 38.0	$ 30.0	$ -	$ 287.1
2025	$ 127.3	$ 31.8	$ 29.5	$ 14.4	$ 16.0	$ 38.0	$ 30.0	$ -	$ 287.1
2026	$ 127.3	$ 31.8	$ 29.5	$ 14.4	$ 16.0	$ 38.0	$ 30.0	$ 88.0	$ 375.1
2027	$ 127.3	$ 31.8	$ 29.5	$ 14.4	$ 16.0	$ 38.0	$ 30.0	$ -	$ 287.1
2028	$ 127.3	$ 31.8	$ 29.5	$ 14.4	$ 16.0	$ 38.0	$ 30.0	$ -	$ 287.1
2029	$ 127.3	$ 31.8	$ 29.5	$ 14.4	$ 16.0	$ 38.0	$ 30.0	$ -	$ 287.1
2030	$ 127.3	$ 31.8	$ 29.5	$ 14.4	$ 16.0	$ 38.0	$ 30.0	$ -	$ 287.1
Total	**$ 3,183.4**	**$ 795.8**	**$ 766.9**	**$ 360.4**	**$ 400.0**	**$ 957.2**	**$ 750.0**	**$ 176.0**	**$ 7,389.8**
Total 2007-2030	**$ 3,056.1**	**$ 764.0**	**$ 715.4**	**$ 346.0**	**$ 384.0**	**$ 912.0**	**$ 720.0**	**$ 88.0**	**$ 6,985.5**

Table A.13. District of Columbia CLRP (DC Transit Programs)

DC TRANSIT PROGRAMS FY2007-2030

(millions of 2006 $s)

	FY 2007		FY 2008		FY 2009		FY 2010		FY 2011 - 2030		FY 2011		FY 2012
Capital Projects	**Local**	**Federal**	**Local**	**Federal**	**Local**	**Federal**	**Local**	**Federal**	**Local**	**Federal**	**Local**	**Federal**	**Local**
Metro Matters Capital Program	$ 58.4	$ -	$ 65.6	$ -	$ 67.1	$ -	$ 71.6	$ -	$ 1,200.3	-	$ 133.1	$ -	$ 108.1
DC Special Items:									$ -	-			
DC Streetcar	$ 2.7	$ -	$ 2.8	$ 11.3	$ -	$ -	$ -	$ -	$ -	-	$ -	$ -	$ -
Navy Yard Modifications	$ -	$ 19.4	$ -	$ -	$ -	$ -	$ -	$ -	$ -	-	$ -	$ -	$ -
Bus Stations (K Street Busway)	$ -	$ -	$ 0.4	$ 1.5	$ 0.4	$ 1.5	$ 5.3	$ 21.3	$ -	-	$ -	$ -	$ -
Streetcar intersection Impr	$ -	$ -	$ 0.4	$ 1.5	$ -	$ -	$ -	$ -	$ -	-	$ -	$ -	$ -
Union Station ITC	$ -	$ 0.5	$ -	$ 0.7	$ -	$ 0.9	$ -	$ -	$ -	-	$ -	$ -	$ -
Subtotal Capital	**$ 61.1**	**$ 19.9**	**$ 69.2**	**$ 15.0**	**$ 67.4**	**$ 2.4**	**$ 77.0**	**$ 21.3**	**$ 1,200.3**	**$ -**	**$ 133.1**	**$ -**	**$ 108.1**
Operating Budget													
DC Subsidy Share	$ 180.7	$ -	$ 192.6	$ -	$ 201.1	$ -	$ 206.9	$ -	$ 5,299.2	-	$ 216.3	$ -	$ 223.6
DC Special Items:	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	-			
Fiscal Year Adjustment	$ 0.9	$ -	$ 0.9	$ -	$ 0.9	$ -	$ 0.9	$ -	$ 23.0	-	$ 1.0	$ -	$ 1.0
K Street Rapid bus	$ -	$ -	$ 0.5	$ -	$ 1.1	$ -	$ 1.3	$ -	$ 49.4	-	$ 1.5	$ -	$ 2.0
Circulator	$ 1.9	$ 1.9	$ 2.4	$ 1.9	$ 2.3	$ 1.9	$ 2.3	$ 1.9	$ 46.7	37.3	$ 2.3	$ 1.9	$ 2.3
Metro Matters Debt Service	$ 9.3	$ -	$ 12.8	$ -	$ 15.4	$ -	$ 75.6	$ -	$ 565.5	-	$ 28.3	$ -	$ 28.3
Anacostia Streetcar	$ 0.7	$ -	$ 1.4	$ -	$ 1.8	$ -	$ 2.2	$ -	$ 44.4	-	$ 2.2	$ -	$ 2.2
Bus Overcrowding Relief	$ 1.5	$ -	$ 1.5	$ -	$ 1.5	$ -	$ 1.5	$ -	$ 29.3	-	$ 1.5	$ -	$ 1.5
Rapid Bus Transit	$ 1.0	$ -	$ 6.2	$ -	$ 6.2	$ -	$ 6.2	$ -	$ 123.2	-	$ 6.2	$ -	$ 6.2
Cardozo Electro Mech Program	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 5.7	-	$ 0.3	$ -	$ 0.3
Tyson Reverse Commute	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 5.3	-	$ 0.3	$ -	$ 0.3
Audit Adjustment	$ (2.9)	$ -	$ (2.9)	$ -	$ (2.9)	$ -	$ (2.9)	$ -	$ (57.4)	-	$ (2.9)	$ -	$ (2.9)
Subtotal Operating Budget	**$ 193.6**	**$ 1.9**	**$ 215.9**	**$ 1.9**	**$ 228.1**	**$ 1.9**	**$ 294.7**	**$ 1.9**	**$ 6,134.4**	**$ 37.3**	**$ 256.9**	**$ 1.9**	**$ 264.7**
Federal Grants													
5310: Elderly Transit	$ -	$ 0.4	$ -	$ 0.4	$ -	$ 0.4	$ -	$ 0.4	$ -	7.7	$ -	$ 0.4	$ -
5303: Metropolitan Planning	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	5.5	$ -	$ 0.3	$ -
5304: State Transit Planning	$ -	$ 0.1	$ -	$ 0.1	$ -	$ 0.1	$ -	$ 0.1	$ -	1.8	$ -	$ 0.1	$ -
United We Ride	$ -	$ 0.0	$ -	$ 0.0	$ -	$ 0.0	$ -	$ 0.0	$ -	0.7	$ -	$ 0.0	$ -
Subtotal Federal Grants	**$ -**	**$ 0.8**	**$ -**	**$ 0.8**	**$ -**	**$ 0.8**	**$ -**	**$ 0.8**	**$ -**	**$ 15.7**	**$ -**	**$ 0.8**	**$ -**
TOTAL ALL SOURCES	**$ 254.7**	**$ 22.7**	**$ 285.0**	**$ 17.7**	**$ 295.5**	**$ 5.0**	**$ 371.7**	**$ 24.0**	**$ 7,334.7**	**$ 53.0**	**$ 390.0**	**$ 2.7**	**$ 372.8**

	FY 2007		FY 2008		FY 2009		FY 2010		FY 2011 - 2030		FY 2011		FY 2012
	Local	**Federal**	**Local**	**Federal**	**Local**	**Federal**	**Local**	**Federal**	**Local**	**Federal**	**Local**	**Federal**	**Local**
WMATA Specific Funding	$ 239.0	$ -	$ 258.2	$ -	$ 268.2	$ -	$ 278.6	$ -	$ 6,499.6	$ -	$ 349.4	$ -	$ 331.7
DC Specific Funding	$ 15.7	$ 22.7	$ 26.9	$ 17.7	$ 27.3	$ 5.0	$ 93.1	$ 24.0	$ 835.1	$ 53.0	$ 40.6	$ 2.7	$ 41.1
TOTAL	**$ 254.7**	**$ 22.7**	**$ 285.0**	**$ 17.7**	**$ 295.5**	**$ 5.0**	**$ 371.7**	**$ 24.0**	**$ 7,334.7**	**$ 53.0**	**$ 390.0**	**$ 2.7**	**$ 372.8**

Table A.13. District of Columbia CLRP (DC Transit Programs) ***Continued***

	FY 2013		FY 2014		FY 2015		FY 2016		FY 2017		FY 2018		FY 2019		FY 2020		FY 2021	
Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal
$ -	$ 114.0	$ -	$ 95.3	$ -	$ 88.0	$ -	$ 82.2	$ -	$ 73.5	$ -	$ 67.0	$ -	$ 41.0	$ -	$ 43.8	$ -	$ 47.6	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ -	**$ 114.0**	**$ -**	**$ 95.3**	**$ -**	**$ 88.0**	**$ -**	**$ 82.2**	**$ -**	**$ 73.5**	**$ -**	**$ 67.0**	**$ -**	**$ 41.0**	**$ -**	**$ 43.8**	**$ -**	**$ 47.6**	**$ -**
$ -	$ 228.4	$ -	$ 232.0	$ -	$ 243.2	$ -	$ 247.7	$ -	$ 251.2	$ -	$ 254.1	$ -	$ 258.3	$ -	$ 262.6	$ -	$ 266.4	$ -
$ -	$ 1.0	$ -	$ 1.0	$ -	$ 1.0	$ -	$ 1.0	$ -	$ 1.1	$ -	$ 1.1	$ -	$ 1.1	$ -	$ 1.1	$ -	$ 1.2	$ -
$ -	$ 2.1	$ -	$ 2.1	$ -	$ 2.2	$ -	$ 2.2	$ -	$ 2.3	$ -	$ 2.3	$ -	$ 2.4	$ -	$ 2.4	$ -	$ 2.5	$ -
$ 1.9	$ 2.3	$ 1.9	$ 2.3	$ 1.9	$ 2.3	$ 1.9	$ 2.3	$ 1.9	$ 2.3	$ 1.9	$ 2.3	$ 1.9	$ 2.3	$ 1.9	$ 2.3	$ 1.9	$ 2.3	$ 1.9
$ -	$ 28.3	$ -	$ 28.3	$ -	$ 28.3	$ -	$ 28.3	$ -	$ 28.3	$ -	$ 28.3	$ -	$ 28.3	$ -	$ 28.3	$ -	$ 28.3	$ -
$ -	$ 2.2	$ -	$ 2.2	$ -	$ 2.2	$ -	$ 2.2	$ -	$ 2.2	$ -	$ 2.2	$ -	$ 2.2	$ -	$ 2.2	$ -	$ 2.2	$ -
$ -	$ 1.5	$ -	$ 1.5	$ -	$ 1.5	$ -	$ 1.5	$ -	$ 1.5	$ -	$ 1.5	$ -	$ 1.5	$ -	$ 1.5	$ -	$ 1.5	$ -
$ -	$ 6.2	$ -	$ 6.2	$ -	$ 6.2	$ -	$ 6.2	$ -	$ 6.2	$ -	$ 6.2	$ -	$ 6.2	$ -	$ 6.2	$ -	$ 6.2	$ -
$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -
$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -
$ -	$ (2.9)	$ -	$ (2.9)	$ -	$ (2.9)	$ -	$ (2.9)	$ -	$ (2.9)	$ -	$ (2.9)	$ -	$ (2.9)	$ -	$ (2.9)	$ -	$ (2.9)	$ -
$ 1.9	**$ 269.6**	**$ 1.9**	**$ 273.2**	**$ 1.9**	**$ 284.5**	**$ 1.9**	**$ 289.1**	**$ 1.9**	**$ 292.6**	**$ 1.9**	**$ 295.7**	**$ 1.9**	**$ 299.9**	**$ 1.9**	**$ 304.3**	**$ 1.9**	**$ 308.2**	**$ 1.9**
$ 0.4	$ -	$ 0.4	$ -	$ 0.4	$ -	$ 0.4	$ -	$ 0.4	$ -	$ 0.4	$ -	$ 0.4	$ -	$ 0.4	$ -	$ 0.4	$ -	$ 0.4
$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3
$ 0.1	$ -	$ 0.1	$ -	$ 0.1	$ -	$ 0.1	$ -	$ 0.1	$ -	$ 0.1	$ -	$ 0.1	$ -	$ 0.1	$ -	$ 0.1	$ -	$ 0.1
$ 0.0	$ -	$ 0.0	$ -	$ 0.0	$ -	$ 0.0	$ -	$ 0.0	$ -	$ 0.0	$ -	$ 0.0	$ -	$ 0.0	$ -	$ 0.0	$ -	$ 0.0
$ 0.8	**$ -**	**$ 0.8**	**$ -**	**$ 0.8**	**$ -**	**$ 0.8**	**$ -**	**$ 0.8**	**$ -**	**$ 0.8**	**$ -**	**$ 0.8**	**$ -**	**$ 0.8**	**$ -**	**$ 0.8**	**$ -**	**$ 0.8**
$ 2.7	**$ 383.6**	**$ 2.7**	**$ 368.5**	**$ 2.7**	**$ 372.5**	**$ 2.7**	**$ 371.3**	**$ 2.7**	**$ 366.1**	**$ 2.7**	**$ 362.7**	**$ 2.7**	**$ 340.9**	**$ 2.7**	**$ 348.1**	**$ 2.7**	**$ 355.8**	**$ 2.7**

	FY 2013		FY 2014		FY 2015		FY 2016		FY 2017		FY 2018		FY 2019		FY 2020		FY 2021	
Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal
$ -	$ 342.5	$ -	$ 327.3	$ -	$ 331.2	$ -	$ 329.9	$ -	$ 324.7	$ -	$ 321.2	$ -	$ 299.3	$ -	$ 306.4	$ -	$ 314.0	$ -
$ 2.7	$ 41.2	$ 2.7	$ 41.2	$ 2.7	$ 41.3	$ 2.7	$ 41.4	$ 2.7	$ 41.5	$ 2.7	$ 41.5	$ 2.7	$ 41.6	$ 2.7	$ 41.7	$ 2.7	$ 41.8	$ 2.7
$ 2.7	**$ 383.6**	**$ 2.7**	**$ 368.5**	**$ 2.7**	**$ 372.5**	**$ 2.7**	**$ 371.3**	**$ 2.7**	**$ 366.1**	**$ 2.7**	**$ 362.7**	**$ 2.7**	**$ 340.9**	**$ 2.7**	**$ 348.1**	**$ 2.7**	**$ 355.8**	**$ 2.7**

Table A.13. District of Columbia CLRP (DC Transit Programs) ***Continued***

FY 2022		FY 2023		FY 2024		FY 2025		FY 2026		FY 2027		FY 2028		FY 2029		FY 2030		24-Year
Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	TOTAL
$ 44.4	$ -	$ 41.3	$ -	$ 30.2	$ -	$ 31.9	$ -	$ 29.2	$ -	$ 36.6	$ -	$ 33.8	$ -	$ 31.0	$ -	$ 28.3	$ -	$ 1,463.0
																		$ -
$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 16.9
$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 19.4
$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 30.4
$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1.9
$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2.1
$ 44.4	**$ -**	**$ 41.3**	**$ -**	**$ 30.2**	**$ -**	**$ 31.9**	**$ -**	**$ 29.2**	**$ -**	**$ 36.6**	**$ -**	**$ 33.8**	**$ -**	**$ 31.0**	**$ -**	**$ 28.3**	**$ -**	**$ 1,533.6**
$ 271.0	$ -	$ 275.4	$ -	$ 279.1	$ -	$ 283.4	$ -	$ 289.3	$ -	$ 294.3	$ -	$ 301.4	$ -	$ 306.6	$ -	$ 315.0	$ -	$ 6,080.6
																		$ -
$ 1.2	$ -	$ 1.2	$ -	$ 1.2	$ -	$ 1.2	$ -	$ 1.3	$ -	$ 1.3	$ -	$ 1.3	$ -	$ 1.3	$ -	$ 1.4	$ -	$ 26.6
$ 2.6	$ -	$ 2.6	$ -	$ 2.7	$ -	$ 2.8	$ -	$ 2.8	$ -	$ 2.9	$ -	$ 3.0	$ -	$ 3.0	$ -	$ 3.1	$ -	$ 52.3
$ 2.3	$ 1.9	$ 2.3	$ 1.9	$ 2.3	$ 1.9	$ 2.3	$ 1.9	$ 2.3	$ 1.9	$ 2.3	$ 1.9	$ 2.3	$ 1.9	$ 2.3	$ 1.9	$ 2.3	$ 1.9	$ 100.6
$ 28.3	$ -	$ 28.3	$ -	$ 28.3	$ -	$ 28.3	$ -	$ 28.3	$ -	$ 28.3	$ -	$ 28.3	$ -	$ 28.3	$ -	$ 28.3	$ -	$ 678.6
$ 2.2	$ -	$ 2.2	$ -	$ 2.2	$ -	$ 2.2	$ -	$ 2.2	$ -	$ 2.2	$ -	$ 2.2	$ -	$ 2.2	$ -	$ 2.2	$ -	$ 50.6
$ 1.5	$ -	$ 1.5	$ -	$ 1.5	$ -	$ 1.5	$ -	$ 1.5	$ -	$ 1.5	$ -	$ 1.5	$ -	$ 1.5	$ -	$ 1.5	$ -	$ 35.2
$ 6.2	$ -	$ 6.2	$ -	$ 6.2	$ -	$ 6.2	$ -	$ 6.2	$ -	$ 6.2	$ -	$ 6.2	$ -	$ 6.2	$ -	$ 6.2	$ -	$ 142.8
$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 6.9
$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 6.5
$ (2.9)	$ -	$ (2.9)	$ -	$ (2.9)	$ -	$ (2.9)	$ -	$ (2.9)	$ -	$ (2.9)	$ -	$ (2.9)	$ -	$ (2.9)	$ -	$ (2.9)	$ -	$ (69.0)
$ 312.9	**$ 1.9**	**$ 317.4**	**$ 1.9**	**$ 321.1**	**$ 1.9**	**$ 325.6**	**$ 1.9**	**$ 331.5**	**$ 1.9**	**$ 336.6**	**$ 1.9**	**$ 343.8**	**$ 1.9**	**$ 349.1**	**$ 1.9**	**$ 357.7**	**$ 1.9**	**$ 7,111.5**
$ -	$ 0.4	$ -	$ 0.4	$ -	$ 0.4	$ -	$ 0.4	$ -	$ 0.4	$ -	$ 0.4	$ -	$ 0.4	$ -	$ 0.4	$ -	$ 0.4	$ 9.2
$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ -	$ 0.3	$ 6.6
$ -	$ 0.1	$ -	$ 0.1	$ -	$ 0.1	$ -	$ 0.1	$ -	$ 0.1	$ -	$ 0.1	$ -	$ 0.1	$ -	$ 0.1	$ -	$ 0.1	$ 2.2
$ -	$ 0.0	$ -	$ 0.0	$ -	$ 0.0	$ -	$ 0.0	$ -	$ 0.0	$ -	$ 0.0	$ -	$ 0.0	$ -	$ 0.0	$ -	$ 0.0	$ 0.9
$ -	**$ 0.8**	**$ -**	**$ 0.8**	**$ -**	**$ 0.8**	**$ -**	**$ 0.8**	**$ -**	**$ 0.8**	**$ -**	**$ 0.8**	**$ -**	**$ 0.8**	**$ -**	**$ 0.8**	**$ -**	**$ 0.8**	**$ 18.9**
$ 357.3	**$ 2.7**	**$ 358.7**	**$ 2.7**	**$ 351.3**	**$ 2.7**	**$ 357.5**	**$ 2.7**	**$ 360.7**	**$ 2.7**	**$ 373.2**	**$ 2.7**	**$ 377.6**	**$ 2.7**	**$ 380.1**	**$ 2.7**	**$ 386.0**	**$ 2.7**	**$ 8,664.0**
																	Local	**$ 8,541.6**
																	Federal	**$ 122.4**

FY 2022		FY 2023		FY 2024		FY 2025		FY 2026		FY 2027		FY 2028		FY 2029		FY 2030		24-Year
Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	TOTAL
$ 315.4	$ -	$ 316.7	$ -	$ 309.3	$ -	$ 315.3	$ -	$ 318.4	$ -	$ 330.9	$ -	$ 335.2	$ -	$ 337.6	$ -	$ 343.4	$ -	$ 7,543.6
$ 41.9	$ 2.7	$ 42.0	$ 2.7	$ 42.0	$ 2.7	$ 42.1	$ 2.7	$ 42.2	$ 2.7	$ 42.3	$ 2.7	$ 42.4	$ 2.7	$ 42.5	$ 2.7	$ 42.6	$ 2.7	$ 1,120.4
$ 357.3	**$ 2.7**	**$ 358.7**	**$ 2.7**	**$ 351.3**	**$ 2.7**	**$ 357.5**	**$ 2.7**	**$ 360.7**	**$ 2.7**	**$ 373.2**	**$ 2.7**	**$ 377.6**	**$ 2.7**	**$ 380.1**	**$ 2.7**	**$ 386.0**	**$ 2.7**	**$ 8,663.9**

Table A.14. WMATA CLRP Jurisdictional Shares (Excluding Davis Bill)

WMATA Constrained Long Range Plan Submission (Minus Davis Bill)
Jurisdictional Shares (In Millions of constant FY06 $)

Operating Allocation
$FY06

		FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20
1	District of Columbia	$ 180.7	$ 192.6	$ 201.1	$ 206.9	$ 216.3	$ 223.6	$ 228.4	$ 232.0	$ 243.2	$ 247.7	$ 251.2	$ 254.1	$ 258.3	$ 262.6
2	Maryland	$ 185.9	$ 201.8	$ 216.3	$ 224.4	$ 238.5	$ 248.8	$ 257.5	$ 265.5	$ 282.0	$ 288.3	$ 293.8	$ 298.7	$ 305.0	$ 311.5
3	Montgomery County	$ 87.0	$ 94.3	$ 100.9	$ 104.5	$ 111.3	$ 116.0	$ 119.9	$ 123.5	$ 131.3	$ 134.3	$ 136.9	$ 139.1	$ 142.1	$ 145.2
4	Prince George's County	$ 98.9	$ 107.5	$ 115.4	$ 119.9	$ 127.2	$ 132.8	$ 137.6	$ 142.0	$ 150.6	$ 154.0	$ 156.9	$ 159.5	$ 162.9	$ 166.3
5	Virginia	$ 116.3	$ 123.5	$ 128.6	$ 136.8	$ 145.1	$ 149.3	$ 152.2	$ 161.4	$ 171.4	$ 174.9	$ 177.5	$ 179.5	$ 182.8	$ 186.3
6	Alexandria	$ 19.2	$ 20.3	$ 20.9	$ 21.4	$ 22.5	$ 23.1	$ 23.4	$ 23.6	$ 24.7	$ 25.2	$ 25.5	$ 25.8	$ 26.2	$ 26.6
7	Arlington	$ 32.6	$ 34.1	$ 35.0	$ 35.7	$ 37.7	$ 38.5	$ 38.7	$ 38.4	$ 40.4	$ 41.1	$ 41.6	$ 42.0	$ 42.7	$ 43.4
8	Fairfax City	$ 1.2	$ 1.2	$ 1.3	$ 1.5	$ 1.6	$ 1.7	$ 1.8	$ 1.6	$ 1.8	$ 1.8	$ 1.8	$ 1.9	$ 1.9	$ 1.9
9	Fairfax County	$ 61.9	$ 66.3	$ 69.8	$ 76.5	$ 81.4	$ 84.1	$ 86.4	$ 90.2	$ 96.2	$ 98.2	$ 99.8	$ 101.1	$ 103.1	$ 105.1
10	Falls Church	$ 1.4	$ 1.5	$ 1.6	$ 1.7	$ 1.8	$ 1.8	$ 1.9	$ 2.0	$ 2.1	$ 2.1	$ 2.2	$ 2.2	$ 2.2	$ 2.3
11	Loudoun	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 5.6	$ 6.3	$ 6.5	$ 6.6	$ 6.6	$ 6.8	$ 7.0

Capital Allocation
$FY06

1	District of Columbia	$ 58.4	$ 65.6	$ 67.1	$ 71.6	$ 133.1	$ 108.1	$ 114.0	$ 95.3	$ 88.0	$ 82.2	$ 73.5	$ 67.0	$ 41.0	$ 43.8
2	Maryland	$ 57.2	$ 64.2	$ 65.7	$ 70.2	$ 146.5	$ 118.9	$ 125.5	$ 104.9	$ 96.9	$ 90.5	$ 80.9	$ 73.8	$ 45.1	$ 48.2
3	Montgomery County	$ 27.2	$ 30.5	$ 31.2	$ 33.3	$ 67.5	$ 54.8	$ 57.9	$ 48.4	$ 44.5	$ 41.6	$ 37.2	$ 33.9	$ 20.7	$ 22.2
4	Prince George's County	$ 30.0	$ 33.7	$ 34.5	$ 36.9	$ 78.9	$ 64.1	$ 67.6	$ 56.5	$ 52.3	$ 48.9	$ 43.7	$ 39.9	$ 24.4	$ 26.1
5	Virginia	$ 43.8	$ 49.2	$ 50.3	$ 53.7	$ 114.5	$ 92.9	$ 98.1	$ 82.0	$ 82.8	$ 77.3	$ 69.1	$ 63.1	$ 38.5	$ 41.2
6	Alexandria	$ 7.0	$ 7.9	$ 8.1	$ 8.6	$ 17.5	$ 14.2	$ 15.0	$ 12.5	$ 11.6	$ 10.9	$ 9.7	$ 8.8	$ 5.4	$ 5.8
7	Arlington	$ 13.8	$ 15.6	$ 15.9	$ 17.0	$ 32.4	$ 26.3	$ 27.7	$ 23.2	$ 21.4	$ 20.0	$ 17.8	$ 16.3	$ 9.9	$ 10.6
8	Fairfax City	$ 0.3	$ 0.3	$ 0.3	$ 0.4	$ 0.9	$ 0.7	$ 0.8	$ 0.6	$ 0.6	$ 0.6	$ 0.5	$ 0.4	$ 0.3	$ 0.3
9	Fairfax County	$ 22.1	$ 24.9	$ 25.5	$ 27.2	$ 62.7	$ 50.9	$ 53.7	$ 44.9	$ 43.3	$ 40.4	$ 36.1	$ 32.9	$ 20.1	$ 21.5
10	Falls Church	$ 0.4	$ 0.5	$ 0.5	$ 0.5	$ 1.0	$ 0.8	$ 0.9	$ 0.7	$ 0.7	$ 0.7	$ 0.6	$ 0.5	$ 0.3	$ 0.3
11	Loudoun	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 5.3	$ 4.9	$ 4.4	$ 4.0	$ 2.5	$ 2.6

Table A.14. WMATA CLRP Jurisdictional Shares (Excluding Davis Bill), *Continued*

FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY07-10	FY11-15	FY16-20	FY21-25	FY26-30	FY07-30
$ 266.4	$ 271.0	$ 275.4	$ 279.1	$ 283.4	$ 289.3	$ 294.3	$ 301.4	$ 306.6	$ 315.0	$ 781.3	$ 1,143.5	$ 1,273.9	$ 1,375.4	$ 1,506.5	$ 6,080.6
$ 317.6	$ 324.6	$ 331.5	$ 337.5	$ 344.4	$ 353.1	$ 360.9	$ 371.2	$ 379.3	$ 391.0	$ 828.3	$ 1,292.4	$ 1,497.3	$ 1,655.5	$ 1,855.4	$ 7,128.9
$ 148.0	$ 151.3	$ 154.6	$ 157.4	$ 160.6	$ 164.8	$ 168.4	$ 173.4	$ 177.2	$ 182.7	$ 386.7	$ 602.2	$ 697.6	$ 772.0	$ 866.5	$ 3,325.0
$ 169.6	$ 173.2	$ 176.9	$ 180.1	$ 183.8	$ 188.3	$ 192.4	$ 197.8	$ 202.1	$ 208.3	$ 441.6	$ 690.2	$ 799.7	$ 883.5	$ 988.9	$ 3,803.9
$ 189.2	$ 192.9	$ 196.5	$ 199.1	$ 202.5	$ 207.6	$ 211.7	$ 218.1	$ 222.4	$ 225.9	$ 505.2	$ 779.4	$ 901.0	$ 980.3	$ 1,085.7	$ 4,251.5
$ 27.0	$ 27.4	$ 27.9	$ 28.2	$ 28.7	$ 29.3	$ 29.8	$ 30.6	$ 31.1	$ 31.6	$ 81.8	$ 117.4	$ 129.2	$ 139.2	$ 152.3	$ 619.9
$ 44.0	$ 44.8	$ 45.5	$ 46.0	$ 46.7	$ 47.8	$ 48.6	$ 50.0	$ 50.9	$ 51.6	$ 137.4	$ 193.7	$ 210.8	$ 226.8	$ 248.9	$ 1,017.5
$ 2.0	$ 2.0	$ 2.0	$ 2.1	$ 2.1	$ 2.2	$ 2.2	$ 2.3	$ 2.3	$ 2.4	$ 5.3	$ 8.5	$ 9.3	$ 10.2	$ 11.4	$ 44.7
$ 106.9	$ 109.1	$ 111.2	$ 112.9	$ 114.9	$ 117.9	$ 120.3	$ 123.9	$ 126.5	$ 128.6	$ 274.6	$ 438.4	$ 507.3	$ 555.0	$ 617.2	$ 2,392.4
$ 2.3	$ 2.4	$ 2.4	$ 2.4	$ 2.5	$ 2.5	$ 2.6	$ 2.7	$ 2.7	$ 2.8	$ 6.2	$ 9.5	$ 11.0	$ 12.0	$ 13.4	$ 52.1
$ 7.1	$ 7.3	$ 7.4	$ 7.5	$ 7.7	$ 8.0	$ 8.2	$ 8.6	$ 8.8	$ 9.0	$ -	$ 11.9	$ 33.4	$ 37.0	$ 42.5	$ 124.9
															$ 17,461.0

$ 47.6	$ 44.4	$ 41.3	$ 30.2	$ 31.9	$ 29.2	$ 36.6	$ 33.8	$ 31.0	$ 28.3	$ 262.7	$ 538.5	$ 307.5	$ 195.4	$ 158.9	$ 1,463.0
$ 52.4	$ 48.9	$ 45.4	$ 33.2	$ 35.1	$ 32.1	$ 40.3	$ 37.2	$ 34.1	$ 31.2	$ 257.3	$ 592.6	$ 338.5	$ 215.1	$ 174.9	$ 1,578.3
$ 24.1	$ 22.5	$ 20.9	$ 15.3	$ 16.1	$ 14.8	$ 18.5	$ 17.1	$ 15.7	$ 14.3	$ 122.2	$ 273.1	$ 155.6	$ 98.9	$ 80.4	$ 730.3
$ 28.3	$ 26.4	$ 24.5	$ 17.9	$ 19.0	$ 17.3	$ 21.8	$ 20.1	$ 18.4	$ 16.8	$ 135.1	$ 319.5	$ 182.8	$ 116.2	$ 94.5	$ 848.1
$ 44.8	$ 41.8	$ 38.8	$ 28.4	$ 30.0	$ 27.4	$ 34.5	$ 31.8	$ 29.2	$ 26.7	$ 196.9	$ 470.2	$ 289.3	$ 183.8	$ 149.5	$ 1,289.7
$ 6.3	$ 5.9	$ 5.4	$ 4.0	$ 4.2	$ 3.8	$ 4.8	$ 4.5	$ 4.1	$ 3.7	$ 31.6	$ 70.8	$ 40.6	$ 25.8	$ 21.0	$ 189.7
$ 11.6	$ 10.8	$ 10.0	$ 7.3	$ 7.7	$ 7.1	$ 8.9	$ 8.2	$ 7.5	$ 6.9	$ 62.3	$ 131.0	$ 74.6	$ 47.4	$ 38.6	$ 353.9
$ 0.3	$ 0.3	$ 0.3	$ 0.2	$ 0.2	$ 0.2	$ 0.2	$ 0.2	$ 0.2	$ 0.2	$ 1.4	$ 3.7	$ 2.1	$ 1.3	$ 1.1	$ 9.4
$ 23.4	$ 21.8	$ 20.3	$ 14.8	$ 15.7	$ 14.3	$ 18.0	$ 16.6	$ 15.2	$ 13.9	$ 99.7	$ 255.3	$ 151.1	$ 96.0	$ 78.1	$ 680.3
$ 0.4	$ 0.4	$ 0.3	$ 0.2	$ 0.3	$ 0.2	$ 0.3	$ 0.3	$ 0.2	$ 0.2	$ 2.0	$ 4.2	$ 2.4	$ 1.5	$ 1.3	$ 11.4
$ 2.9	$ 2.7	$ 2.5	$ 1.8	$ 1.9	$ 1.7	$ 2.2	$ 2.0	$ 1.9	$ 1.7	$ -	$ 5.3	$ 18.4	$ 11.7	$ 9.5	$ 44.9

Table A.15. WMATA CLRP Capital (Excluding Davis Bill)

WMATA Constrained Long Range Plan Submission

Capital (In Millions of constant FY06 $)

			FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20
Expenditures																
1		Metro Matters	592.5	513.5	470.9	469.6	216.5	153.3	106.4	63.5	53.2	47.5	32.6	24.3	18.6	15.1
2		IRP (FY11 - FY30)	0.0	0.0	0.0	0.0	388.2	376.6	365.3	354.3	351.8	341.2	331.0	321.0	311.4	322.9
3		Capacity Enhancement	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4		100% 8-Car Trains	0.0	0.0	0.0	0.0	0.0	0.0	75.2	72.9	70.8	68.6	66.6	64.6	0.0	0.0
5		Project Development	2.9	2.8	2.7	2.7	2.6	2.5	2.4	2.3	2.3	2.2	2.1	2.1	2.0	2.0
6		Total (=1+2+3+4+5)	595.4	516.3	473.7	472.2	607.3	532.4	549.3	493.1	478.0	459.6	432.3	412.0	332.0	340.0
Revenue																
7		Federal Formula	184.4	188.6	203.2	212.8	212.1	211.4	210.7	210.0	209.3	208.6	207.9	207.2	206.5	205.8
8		Federal Discretionary	25.0	24.2	23.6	22.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Davis Bill	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9		Internally Generated Funds	19.1	5.6	5.5	5.3	1.1	1.1	1.0	1.0	1.0	1.0	0.9	0.9	0.9	0.8
10		Metro Matters Debt	207.5	118.8	58.3	35.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11		Total (=7+8+9+10)	436.0	337.3	290.6	276.6	213.2	212.5	211.8	211.0	210.3	209.6	208.8	208.1	207.4	206.7
Local Share			159.3	179.0	183.1	195.6	394.1	319.9	337.5	282.1	267.7	250.0	223.5	203.9	124.6	133.3

FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY07-10	FY11-15	FY16-20	FY21-25	FY26-30		FY07-30
14.6	14.2	13.7	7.2	0.0	0.0	0.0	0.0	0.0	0.0	2046.5	592.9	138.1	49.7	0.0		**2827.2**
334.4	324.3	314.6	286.7	298.5	289.5	311.7	302.3	293.3	284.5	0.0	1836.2	1627.6	1558.5	1481.2		**6503.5**
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		**0.0**
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	218.9	199.8	0.0	0.0		**418.7**
1.9	1.8	1.8	1.7	1.7	1.6	1.6	1.5	1.5	1.4	11.1	12.1	10.4	8.9	7.7		**50.3**
350.9	340.3	330.1	295.6	300.2	291.2	313.3	303.9	294.7	285.9	2057.6	2660.1	1975.9	1617.1	1488.9		**9799.6**
205.2	204.5	203.8	203.1	202.4	201.8	201.1	200.4	199.8	199.1	789.0	1053.5	1036.1	1019.0	1002.2		**4899.9**
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.7	0.0	0.0	0.0	0.0		**95.7**
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		**0.0**
0.8	0.8	0.8	0.8	0.7	0.7	0.7	0.7	0.6	0.6	35.5	5.3	4.5	3.9	3.3		**52.5**
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	420.3	0.0	0.0	0.0	0.0		**420.3**
206.0	205.3	204.6	203.9	203.2	202.5	201.8	201.1	200.4	193.9	1340.5	1058.8	1040.6	1022.9	1005.5		**5468.3**
144.9	135.1	125.6	91.7	97.0	88.7	111.5	102.8	94.3	92.0	717.1	1601.3	935.2	594.2	483.4		**4331.2**

Table A.16. WMATA CLRP Operating (Excluding Davis Bill)

WMATA Constrained Long Range Plan Submission (Minus Davis Bill)

Operating (In Millions of constant FY06 $)

		FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20
Expenditures															
1	Metrobus	383.60	406.85	421.44	436.94	439.97	455.77	470.04	486.77	503.65	508.08	512.55	517.06	521.61	526.20
2	Metrorail	584.59	594.63	591.89	599.31	600.88	595.81	604.69	609.90	606.79	614.47	616.80	613.16	620.88	628.37
3	Dulles Extension	-	-	-	-	40.26	40.02	40.72	41.17	78.47	78.86	78.56	77.50	77.89	78.23
4	MetroAccess	69.16	84.66	103.95	114.59	126.32	139.25	153.50	169.21	185.48	190.71	196.08	201.61	207.30	213.15
5	Debt Service	26.64	25.84	25.06	24.31	23.58	22.87	13.08	9.22	-	-	-	-	-	-
6	Total	$ 1,064.0	$ 1,112.0	$ 1,142.3	$ 1,175.1	$ 1,231.0	$ 1,253.7	$ 1,282.0	$ 1,316.3	$ 1,374.4	$ 1,392.1	$ 1,404.0	$ 1,409.3	$ 1,427.7	$ 1,445.9
Revenue															
7	Metrobus	129.63	134.75	138.96	144.61	145.73	149.80	153.63	161.51	167.67	167.67	169.14	170.63	172.13	173.65
8	Metrorail	445.53	452.36	448.96	452.91	450.94	445.79	451.06	453.32	449.24	452.46	451.49	446.07	448.88	451.37
9	Dulles Extension	-	-	-	-	23.03	22.80	23.11	23.29	37.98	38.18	38.02	37.50	37.66	37.80
10	MetroAccess	5.81	6.90	8.19	9.72	11.54	13.70	16.27	19.31	22.93	22.91	22.89	22.87	22.85	22.83
11	Total	$ 581.0	$ 594.0	$ 596.1	$ 607.2	$ 631.2	$ 632.1	$ 644.1	$ 657.4	$ 677.8	$ 681.2	$ 681.5	$ 677.1	$ 681.5	$ 685.6
Subsidy															
	Metrobus (1-7)	$ 254.0	$ 272.1	$ 282.5	$ 292.3	$ 294.2	$ 306.0	$ 316.4	$ 325.3	$ 336.0	$ 340.4	$ 343.4	$ 346.4	$ 349.5	$ 352.6
	Metrorail (2-8)	$ 139.1	$ 142.3	$ 142.9	$ 146.4	$ 149.9	$ 150.0	$ 153.6	$ 156.6	$ 157.5	$ 162.0	$ 165.3	$ 167.1	$ 172.0	$ 177.0
	Dulles Extension (3-9)	$ -	$ -	$ -	$ -	$ 17.2	$ 17.2	$ 17.6	$ 17.9	$ 40.5	$ 40.7	$ 40.5	$ 40.0	$ 40.2	$ 40.4
	MetroAccess (3-9)	$ 63.4	$ 77.8	$ 95.8	$ 104.9	$ 114.8	$ 125.5	$ 137.2	$ 149.9	$ 162.5	$ 167.8	$ 173.2	$ 178.7	$ 184.5	$ 190.3
	Debt Service	$ 26.6	$ 25.8	$ 25.1	$ 24.3	$ 23.6	$ 22.9	$ 13.1	$ 9.2	$ -	$ -	$ -	$ -	$ -	$ -
	Total	$ 483.0	$ 518.0	$ 546.2	$ 567.9	$ 599.8	$ 621.6	$ 638.0	$ 658.8	$ 696.6	$ 710.9	$ 722.5	$ 732.3	$ 746.2	$ 760.3

Table A.16. WMATA CLRP Operating (Excluding Davis Bill), *Continued*

FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY07-10	FY11-15	FY16-20	FY21-25	FY26-30	FY07-30
530.83	535.50	540.22	544.97	549.77	554.60	559.48	564.41	569.37	574.38	$ 1,648.8	$ 2,356.2	$ 2,585.5	$ 2,701.3	$ 2,822.3	$ 12,114.1
629.90	637.72	643.24	640.57	643.46	647.29	647.15	654.57	656.28	651.75	$ 2,370.4	$ 3,018.1	$ 3,093.7	$ 3,194.9	$ 3,257.0	$ 14,934.1
77.83	78.21	78.30	77.39	77.17	76.99	76.33	76.57	76.13	74.77	$ -	$ 240.6	$ 391.0	$ 388.9	$ 380.8	$ 1,401.4
219.16	225.34	231.69	238.22	244.94	251.85	258.95	266.25	273.76	281.48	$ 372.4	$ 773.8	$ 1,008.9	$ 1,159.4	$ 1,332.3	$ 4,646.6
-	-	-	-	-	-	-	-	-	-	$ 101.8	$ 68.8	$ -	$ -	$ -	$ 170.6
$ 1,457.7	$ 1,476.8	$ 1,493.4	$ 1,501.2	$ 1,515.3	$ 1,530.7	$ 1,541.9	$ 1,561.8	$ 1,575.5	$ 1,582.4	$ 4,493.4	$ 6,457.4	$ 7,079.1	$ 7,444.4	$ 7,792.4	$ 33,266.7
175.17	176.72	178.27	179.84	181.42	183.02	184.63	186.25	187.89	189.55	$ 548.0	$ 778.3	$ 853.2	$ 891.4	$ 931.3	$ 4,002.3
449.03	451.13	451.41	445.83	444.01	438.42	431.48	426.02	420.79	411.05	$ 1,799.8	$ 2,250.3	$ 2,250.3	$ 2,241.4	$ 2,127.8	$ 10,669.6
37.53	37.63	37.58	37.04	36.82	36.63	36.31	36.16	35.97	35.40	$ -	$ 130.2	$ 189.2	$ 186.6	$ 180.5	$ 686.4
22.81	22.79	22.77	22.75	22.73	22.71	22.68	22.66	22.64	22.62	$ 30.6	$ 83.8	$ 114.3	$ 113.8	$ 113.3	$ 455.9
$ 684.5	$ 688.3	$ 690.0	$ 685.5	$ 685.0	$ 680.8	$ 675.1	$ 671.1	$ 667.3	$ 658.6	$ 2,378.3	$ 3,242.7	$ 3,407.0	$ 3,433.3	$ 3,352.9	$ 15,814.2
$ 355.7	$ 358.8	$ 361.9	$ 365.1	$ 368.3	$ 371.6	$ 374.9	$ 378.2	$ 381.5	$ 384.8	$ 1,100.9	$ 1,577.8	$ 1,732.3	$ 1,809.9	$ 1,890.9	$ 8,111.8
$ 180.9	$ 186.6	$ 191.8	$ 194.7	$ 199.5	$ 208.9	$ 215.7	$ 228.5	$ 235.5	$ 240.7	$ 570.6	$ 767.7	$ 843.4	$ 953.5	$ 1,129.3	$ 4,264.5
$ 40.3	$ 40.6	$ 40.7	$ 40.3	$ 40.3	$ 40.4	$ 40.0	$ 40.4	$ 40.2	$ 39.4	$ -	$ 110.4	$ 201.9	$ 202.3	$ 200.3	$ 714.9
$ 196.3	$ 202.5	$ 208.9	$ 215.5	$ 222.2	$ 229.1	$ 236.3	$ 243.6	$ 251.1	$ 258.9	$ 341.7	$ 690.0	$ 894.5	$ 1,045.5	$ 1,219.0	$ 4,190.8
$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 101.8	$ 68.8	$ -	$ -	$ -	$ 170.6
$ 773.2	$ 788.5	$ 803.4	$ 815.7	$ 830.4	$ 850.0	$ 866.8	$ 890.7	$ 908.2	$ 923.8	$ 2,115.1	$ 3,214.7	$ 3,672.1	$ 4,011.2	$ 4,439.5	$ 17,452.6

Table A.17. WMATA CLRP Jurisdictional Shares (Including Davis Bill)

WMATA (Including Davis Bill)
Jurisdictional Shares (In Millions of constant FY06 $)

Operating Allocation
$FY06

		FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20
1	District of Columbia	$ 180.7	$ 192.6	$ 201.1	$ 208.4	$ 216.3	$ 223.6	$ 228.4	$ 234.8	$ 243.2	$ 247.7	$ 251.2	$ 254.1	$ 258.3	$ 262.6
2	Maryland	$ 185.9	$ 201.8	$ 216.3	$ 226.3	$ 238.5	$ 248.8	$ 257.5	$ 268.1	$ 282.0	$ 288.3	$ 293.8	$ 298.7	$ 305.0	$ 311.5
3	Montgomery County	$ 87.0	$ 94.3	$ 100.9	$ 105.5	$ 111.3	$ 116.0	$ 119.9	$ 124.8	$ 131.3	$ 134.3	$ 136.9	$ 139.1	$ 142.1	$ 145.2
4	Prince George's County	$ 98.9	$ 107.5	$ 115.4	$ 120.7	$ 127.2	$ 132.8	$ 137.6	$ 143.4	$ 150.6	$ 154.0	$ 156.9	$ 159.5	$ 162.9	$ 166.3
5	Virginia	$ 116.3	$ 123.5	$ 128.6	$ 133.1	$ 145.1	$ 149.3	$ 152.2	$ 156.1	$ 171.4	$ 174.9	$ 177.5	$ 179.5	$ 182.8	$ 186.3
6	Alexandria	$ 19.2	$ 20.3	$ 20.9	$ 21.6	$ 22.5	$ 23.1	$ 23.4	$ 23.9	$ 24.7	$ 25.2	$ 25.5	$ 25.8	$ 26.2	$ 26.6
7	Arlington	$ 32.6	$ 34.1	$ 35.0	$ 35.9	$ 37.7	$ 38.5	$ 38.7	$ 39.3	$ 40.4	$ 41.1	$ 41.6	$ 42.0	$ 42.7	$ 43.4
8	Fairfax City	$ 1.2	$ 1.2	$ 1.3	$ 1.4	$ 1.6	$ 1.7	$ 1.8	$ 1.8	$ 1.8	$ 1.8	$ 1.8	$ 1.9	$ 1.9	$ 1.9
9	Fairfax County	$ 61.9	$ 66.3	$ 69.8	$ 72.6	$ 81.4	$ 84.1	$ 86.4	$ 89.2	$ 96.2	$ 98.2	$ 99.8	$ 101.1	$ 103.1	$ 105.1
10	Falls Church	$ 1.4	$ 1.5	$ 1.6	$ 1.7	$ 1.8	$ 1.8	$ 1.9	$ 2.0	$ 2.1	$ 2.1	$ 2.2	$ 2.2	$ 2.2	$ 2.3
11	Loudoun	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 6.3	$ 6.5	$ 6.6	$ 6.6	$ 6.8	$ 7.0

Capital Allocation
$FY06

1	District of Columbia	$ 58.4	$ 94.6	$ 95.2	$ 98.9	$ 157.5	$ 186.3	$ 199.8	$ 178.5	$ 166.5	$ 158.4	$ 147.4	$ 119.5	$ 83.9	$ 85.5
2	Maryland	$ 57.2	$ 92.6	$ 93.2	$ 96.9	$ 173.3	$ 205.0	$ 219.8	$ 196.4	$ 183.3	$ 174.3	$ 162.2	$ 131.5	$ 92.3	$ 94.1
3	Montgomery County	$ 27.2	$ 44.0	$ 44.3	$ 46.0	$ 79.9	$ 94.5	$ 101.4	$ 90.6	$ 84.3	$ 80.2	$ 74.6	$ 60.5	$ 42.5	$ 43.3
4	Prince George's County	$ 30.0	$ 48.6	$ 49.0	$ 50.9	$ 93.4	$ 110.5	$ 118.4	$ 105.8	$ 99.0	$ 94.2	$ 87.6	$ 71.1	$ 49.9	$ 50.8
5	Virginia	$ 43.8	$ 70.9	$ 71.4	$ 74.2	$ 135.5	$ 160.2	$ 171.8	$ 153.5	$ 156.7	$ 149.0	$ 138.6	$ 112.4	$ 78.9	$ 80.4
6	Alexandria	$ 7.0	$ 11.4	$ 11.4	$ 11.9	$ 20.7	$ 24.5	$ 26.3	$ 23.5	$ 22.0	$ 20.9	$ 19.5	$ 15.8	$ 11.1	$ 11.3
7	Arlington	$ 13.8	$ 22.4	$ 22.6	$ 23.5	$ 38.3	$ 45.3	$ 48.6	$ 43.4	$ 40.4	$ 38.4	$ 35.8	$ 29.0	$ 20.4	$ 20.7
8	Fairfax City	$ 0.3	$ 0.5	$ 0.5	$ 0.5	$ 1.1	$ 1.3	$ 1.4	$ 1.2	$ 1.1	$ 1.1	$ 1.0	$ 0.8	$ 0.6	$ 0.6
9	Fairfax County	$ 22.1	$ 35.9	$ 36.1	$ 37.5	$ 74.1	$ 87.7	$ 94.0	$ 84.0	$ 81.9	$ 77.8	$ 72.4	$ 58.7	$ 41.2	$ 42.0
10	Falls Church	$ 0.4	$ 0.7	$ 0.7	$ 0.8	$ 1.2	$ 1.4	$ 1.5	$ 1.4	$ 1.3	$ 1.3	$ 1.2	$ 0.9	$ 0.7	$ 0.7
11	Loudoun	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 10.0	$ 9.5	$ 8.8	$ 7.2	$ 5.0	$ 5.1

Table A.17. WMATA CLRP Jurisdictional Shares (Including Davis Bill), ***Continued***

FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY07-10	FY11-15	FY16-20	FY21-25	FY26-30	FY07-30
$ 266.4	$ 271.0	$ 275.4	$ 279.1	$ 283.4	$ 289.3	$ 294.3	$ 301.4	$ 306.6	$ 311.1	$ 782.8	$ 1,146.3	$ 1,273.9	$ 1,375.4	$ 1,502.6	$ 6,080.9
$ 317.6	$ 324.6	$ 331.5	$ 337.5	$ 344.4	$ 353.1	$ 360.9	$ 371.2	$ 379.3	$ 386.8	$ 830.2	$ 1,295.0	$ 1,497.3	$ 1,655.5	$ 1,851.2	$ 7,129.2
$ 148.0	$ 151.3	$ 154.6	$ 157.4	$ 160.6	$ 164.8	$ 168.4	$ 173.4	$ 177.2	$ 180.7	$ 387.7	$ 603.4	$ 697.6	$ 772.0	$ 864.6	$ 3,325.3
$ 169.6	$ 173.2	$ 176.9	$ 180.1	$ 183.8	$ 188.3	$ 192.4	$ 197.8	$ 202.1	$ 206.0	$ 442.5	$ 691.6	$ 799.7	$ 883.5	$ 986.6	$ 3,804.0
$ 189.2	$ 192.9	$ 196.5	$ 199.1	$ 202.5	$ 207.6	$ 211.7	$ 218.1	$ 222.4	$ 225.9	$ 501.5	$ 774.1	$ 901.0	$ 980.3	$ 1,085.7	$ 4,242.6
$ 27.0	$ 27.4	$ 27.9	$ 28.2	$ 28.7	$ 29.3	$ 29.8	$ 30.6	$ 31.1	$ 31.6	$ 82.0	$ 117.7	$ 129.2	$ 139.2	$ 152.3	$ 620.4
$ 44.0	$ 44.8	$ 45.5	$ 46.0	$ 46.7	$ 47.8	$ 48.6	$ 50.0	$ 50.9	$ 51.6	$ 137.7	$ 194.5	$ 210.8	$ 226.8	$ 248.9	$ 1,018.7
$ 2.0	$ 2.0	$ 2.0	$ 2.1	$ 2.1	$ 2.2	$ 2.2	$ 2.3	$ 2.3	$ 2.4	$ 5.1	$ 8.7	$ 9.3	$ 10.2	$ 11.4	$ 44.7
$ 106.9	$ 109.1	$ 111.2	$ 112.9	$ 114.9	$ 117.9	$ 120.3	$ 123.9	$ 126.5	$ 128.6	$ 270.6	$ 437.3	$ 507.3	$ 555.0	$ 617.2	$ 2,387.4
$ 2.3	$ 2.4	$ 2.4	$ 2.4	$ 2.5	$ 2.5	$ 2.6	$ 2.7	$ 2.7	$ 2.8	$ 6.2	$ 9.5	$ 11.0	$ 12.0	$ 13.3	$ 52.1
$ 7.1	$ 7.3	$ 7.4	$ 7.5	$ 7.7	$ 8.0	$ 8.2	$ 8.6	$ 8.8	$ 9.0	$ -	$ 6.3	$ 33.4	$ 37.0	$ 42.5	$ 119.3
															$ 17,452.7

$ 88.0	$ 44.4	$ 41.3	$ 30.2	$ 31.9	$ 29.2	$ 36.6	$ 33.8	$ 31.0	$ 28.3	$ 347.1	$ 888.6	$ 594.6	$ 235.8	$ 158.9	$ 2,225.0
$ 96.9	$ 48.9	$ 45.4	$ 33.2	$ 35.1	$ 32.1	$ 40.3	$ 37.2	$ 34.1	$ 31.2	$ 340.0	$ 977.9	$ 654.5	$ 259.5	$ 174.9	$ 2,406.8
$ 44.6	$ 22.5	$ 20.9	$ 15.3	$ 16.1	$ 14.8	$ 18.5	$ 17.1	$ 15.7	$ 14.3	$ 161.5	$ 450.7	$ 300.9	$ 119.3	$ 80.4	$ 1,112.8
$ 52.3	$ 26.4	$ 24.5	$ 17.9	$ 19.0	$ 17.3	$ 21.8	$ 20.1	$ 18.4	$ 16.8	$ 178.5	$ 527.2	$ 353.6	$ 140.2	$ 94.5	$ 1,293.9
$ 82.8	$ 41.8	$ 38.8	$ 28.4	$ 30.0	$ 27.4	$ 34.5	$ 31.8	$ 29.2	$ 26.7	$ 260.2	$ 777.6	$ 559.4	$ 221.8	$ 149.5	$ 1,968.5
$ 11.6	$ 5.9	$ 5.4	$ 4.0	$ 4.2	$ 3.8	$ 4.8	$ 4.5	$ 4.1	$ 3.7	$ 41.7	$ 116.9	$ 78.5	$ 31.1	$ 21.0	$ 289.2
$ 21.4	$ 10.8	$ 10.0	$ 7.3	$ 7.7	$ 7.1	$ 8.9	$ 8.2	$ 7.5	$ 6.9	$ 82.3	$ 216.1	$ 144.3	$ 57.2	$ 38.6	$ 538.6
$ 0.6	$ 0.3	$ 0.3	$ 0.2	$ 0.2	$ 0.2	$ 0.2	$ 0.2	$ 0.2	$ 0.2	$ 1.8	$ 6.0	$ 4.0	$ 1.6	$ 1.1	$ 14.5
$ 43.3	$ 21.8	$ 20.3	$ 14.8	$ 15.7	$ 14.3	$ 18.0	$ 16.6	$ 15.2	$ 13.9	$ 131.7	$ 421.7	$ 292.3	$ 115.9	$ 78.1	$ 1,039.7
$ 0.7	$ 0.4	$ 0.3	$ 0.2	$ 0.3	$ 0.2	$ 0.3	$ 0.3	$ 0.2	$ 0.2	$ 2.7	$ 6.9	$ 4.7	$ 1.9	$ 1.3	$ 17.4
$ 5.3	$ 2.7	$ 2.5	$ 1.8	$ 1.9	$ 1.7	$ 2.2	$ 2.0	$ 1.9	$ 1.7	$ -	$ 10.0	$ 35.6	$ 14.1	$ 9.5	$ 69.3

Table A.18. WMATA CLRP Capital (Including Davis Bill)

WMATA Constrained Long Range Plan Submission (Including Davis Bill)

Capital (In Millions of constant FY06 $)

			FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20
Expenditures																
1		Metro Matters	$ 592.5	$ 513.5	$ 470.9	$ 469.6	$ 216.5	$ 153.3	$ 106.4	$ 63.5	$ 53.2	$ 47.5	$ 32.6	$ 24.3	$ 18.6	$ 15.1
2		IRP (FY11 - FY30)	$ -	$ -	$ -	$ -	$ 388.2	$ 376.6	$ 365.3	$ 354.3	$ 351.8	$ 341.2	$ 331.0	$ 321.0	$ 311.4	$ 322.9
3		Capacity Enhancement	$ -	$ 79.2	$ 76.8	$ 74.5	$ 72.2	$ 231.7	$ 224.7	$ 218.0	$ 211.5	$ 205.1	$ 199.0	$ 134.6	$ 130.6	$ 126.7
4		100% 8-Car Trains	$ -	$ -	$ -	$ -	$ -	$ -	$ 104.3	$ 101.2	$ 98.1	$ 95.2	$ 92.3	$ 89.6	$ -	$ -
5		Project Development	$ 2.9	$ 2.8	$ 2.7	$ 2.7	$ 2.6	$ 2.5	$ 2.4	$ 2.3	$ 2.3	$ 2.2	$ 2.1	$ 2.1	$ 2.0	$ 2.0
6		Total (=1+2+3+4+5)	$ 595.4	$ 595.4	$ 550.4	$ 546.7	$ 679.6	$ 764.1	$ 803.1	$ 739.4	$ 716.8	$ 691.3	$ 657.0	$ 571.6	$ 462.6	$ 466.6
Revenue																
7		Federal Formula	$ 184.4	$ 188.6	$ 203.2	$ 212.8	$ 212.1	$ 211.4	$ 210.7	$ 210.0	$ 209.3	$ 208.6	$ 207.9	$ 207.2	$ 206.5	$ 205.8
8		Federal Discretionary	$ 25.0	$ 24.2	$ 23.6	$ 22.9	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Davis Bill	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
9		Internally Generated Funds	$ 19.1	$ 5.6	$ 5.5	$ 5.3	$ 1.1	$ 1.1	$ 1.0	$ 1.0	$ 1.0	$ 1.0	$ 0.9	$ 0.9	$ 0.9	$ 0.8
10		Metro Matters Debt	$ 207.5	$ 118.8	$ 58.3	$ 35.6	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
11		Total (=7+8+9+10)	$ 436.0	$ 337.3	$ 290.6	$ 276.6	$ 213.2	$ 212.5	$ 211.8	$ 211.0	$ 210.3	$ 209.6	$ 208.8	$ 208.1	$ 207.4	$ 206.7
Local Share			$ 159.3	$ 258.2	$ 259.9	$ 270.1	$ 466.3	$ 551.6	$ 591.4	$ 528.3	$ 506.5	$ 481.7	$ 448.2	$ 363.5	$ 255.2	$ 259.9

FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY07-10	FY11-15	FY16-20	FY21-25	FY26-30	FY07-30
$ 14.6	$ 14.2	$ 13.7	$ 7.2	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,046.5	$ 592.9	$ 138.1	$ 49.7	$ -	$ 2,827.2
$ 334.4	$ 324.3	$ 314.6	$ 286.7	$ 298.5	$ 289.5	$ 311.7	$ 302.3	$ 293.3	$ 284.5	$ -	$ 1,836.2	$ 1,627.6	$ 1,558.5	$ 1,481.2	$ 6,503.5
$ 122.9	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 230.4	$ 958.1	$ 795.9	$ 122.9	$ -	$ 2,107.3
$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 303.6	$ 277.1	$ -	$ -	$ 580.7
$ 1.9	$ 1.8	$ 1.8	$ 1.7	$ 1.7	$ 1.6	$ 1.6	$ 1.5	$ 1.5	$ 1.4	$ 11.1	$ 12.1	$ 10.4	$ 8.9	$ 7.7	$ 50.3
$ 473.7	$ 340.3	$ 330.1	$ 295.6	$ 300.2	$ 291.2	$ 313.3	$ 303.9	$ 294.7	$ 285.9	$ 2,288.0	$ 3,702.9	$ 2,849.1	$ 1,740.0	$ 1,488.9	$ 12,068.9
$ 205.2	$ 204.5	$ 203.8	$ 203.1	$ 202.4	$ 201.8	$ 201.1	$ 200.4	$ 199.8	$ 199.1	$ 789.0	$ 1,053.5	$ 1,036.1	$ 1,019.0	$ 1,002.2	$ 4,899.9
$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 95.7	$ -	$ -	$ -	$ -	$ 95.7
$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
$ 0.8	$ 0.8	$ 0.8	$ 0.8	$ 0.7	$ 0.7	$ 0.7	$ 0.7	$ 0.6	$ 0.6	$ 35.5	$ 5.3	$ 4.5	$ 3.9	$ 3.3	$ 52.5
$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 420.3	$ -	$ -	$ -	$ -	$ 420.3
$ 206.0	$ 205.3	$ 204.6	$ 203.9	$ 203.2	$ 202.5	$ 201.8	$ 201.1	$ 200.4	$ 193.9	$ 1,340.5	$ 1,058.8	$ 1,040.6	$ 1,022.9	$ 1,005.5	$ 5,468.3
$ 267.8	$ 135.1	$ 125.6	$ 91.7	$ 97.0	$ 88.7	$ 111.5	$ 102.8	$ 94.3	$ 92.0	$ 947.5	$ 2,644.1	$ 1,808.5	$ 717.1	$ 483.4	$ 6,600.6