

Department of Legislative Services
Maryland General Assembly
2005 Session

FISCAL AND POLICY NOTE

Senate Joint Resolution 5 (Senator Teitelbaum, *et al.*)
Finance

**Transportation - Washington Metropolitan Area Transit Authority - Metrorail
Red Line - Expansion Study**

This joint resolution urges the Governor and the Secretary of Transportation to urge the Washington Metropolitan Area Transit Authority (WMATA) to study the expansion of the Metrorail Red Line. The resolution also urges the Governor to direct the Secretary to explore securing federal funds for the expansion of the Metrorail Red Line.

Fiscal Summary

State Effect: Compliance with this joint resolution would result in a \$20 million expenditure for the study proposed under the resolution. It is unclear how much federal funds would be available to finance the study or construction.

Local Effect: None.

Small Business Effect: None.

Analysis

Bill Summary: The study should include expanding the Red Line from the current Glenmont Station to Olney in Montgomery County, including the option of providing light rail service to Olney, with at least one station at the intersection of Norbeck Road and Route 97.

Background: The Maryland Department of Transportation (MDOT) supports transit in Maryland through the Maryland Transit Administration (MTA) and WMATA. MDOT provides annual operating grants to the Washington Suburban Transit Commission,

which then provides funding to WMATA for operation of the Metrorail, Metrobus, and MetroAccess systems. MDOT pays for all capital projects located in Maryland.

WMATA operates the second largest rail transit system (Metrorail) in the United States. Metrorail currently services 26 stations in Maryland. The Red Line of the Metrorail runs between Shady Grove, Maryland, through downtown District of Columbia, and Glenmont, Maryland, both in Montgomery County.

There are 11 stations on the Red Line in Montgomery County and 15 stations in the District of Columbia. The Montgomery County portion of the Red Line accounts for 18.43 miles of track. The Red Line is the busiest of the Metrorail lines, with the shortest interval between trains during rush hour and the evening. There is no plan to extend the Red Line at this time.

WMATA's current capital program consists of three elements – the Infrastructure Renewal Plan (IRP), the System Access Plan (SAP), and the System Expansion Plan (SEP). While there is no plan to expand the Red Line in the SEP, there was a 3.1-mile Metro Blue Line extension to Largo Town Center that opened on December 18, 2004. The expansion serves two stations. The project costs \$456 million. In comparison, Olney is approximately 7.9 miles from Glenmont.

State Expenditures: MDOT estimates that the proposed plan would cost approximately \$15 to \$20 million to complete. Legislative Services concurs with this estimate, as there is no current expansion of the Red Line in the SEP, and numerous steps in the planning process would have to be completed, including environmental impact statements and engineering studies.

Additional Information

Prior Introductions: None.

Cross File: None.

Information Source(s): Maryland Department of Transportation, Department of Legislative Services

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Analysis by: Nora C. McArdle

Direct Inquiries to:
(410) 946-5510
(301) 970-5510