

MDOTTM
MARYLAND DEPARTMENT
OF TRANSPORTATION

**WASHINGTON METROPOLITAN AREA
TRANSIT AUTHORITY**

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

	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	532.3	458.8	462.9	465.3	470.6	475.2	2,865.1
Local Funding	532.3	458.8	462.9	465.3	470.6	475.2	2,865.1
<u>Major Development & Evaluation Program</u>	-	-	-	-	-	-	-
<u>Minor Program</u>	-	-	-	-	-	-	-
<u>Capital Salaries, Wages & Other Costs</u>	-	-	-	-	-	-	-
TOTAL	532.3	458.8	462.9	465.3	470.6	475.2	2,865.1
Special Funds	251.0	178.7	183.2	187.7	192.4	197.3	1,190.3
Federal Funds	-	-	-	-	-	-	-
Other Funds	281.2	280.1	279.8	277.5	278.2	277.9	1,674.7



PROJECT: WMATA Capital Improvement Program

DESCRIPTION: The program provides Maryland's share of the funding for the Washington Metropolitan Area Transit Authority's Capital Improvement Program (CIP). It includes Maryland's share of matching funds to federal formula funds received directly by WMATA as well as Maryland's share of additional state and local funds for WMATA capital projects

PURPOSE & NEED SUMMARY STATEMENT: WMATA's FY 2022 - 2027 CIP is focused on safety, infrastructure rehabilitation and replacement and maintaining the Washington region's primary transit system in a state of good repair. WMATA's FY 2022 - 2027 CIP includes investment to replace rail cars, rehabilitation of track and rail structures, replacement vehicles for Metrobus and Metro Access, and implementing recommendations from the National Transportation Safety Board, the Federal Transit Administration and the Tri-State Oversight Committee.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

STATUS: The FY 2022 - 2027 CIP was adopted by the WMATA Board of Directors on April 22, 2021.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2021	2022	2023	...2024...	...2025...	...2026...	...2027...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	3,917,722	2,582,701	190,470	248,426	209,580	213,699	216,013	221,387	225,916	1,335,021	0
Total	3,917,722	2,582,701	190,470	248,426	209,580	213,699	216,013	221,387	225,916	1,335,021	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,609,931	1,064,654	90,600	17,200	96,496	100,921	105,479	110,173	115,008	545,277	0
Other	2,307,791	1,518,047	99,870	231,226	113,084	112,778	110,534	111,214	110,908	789,744	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The total funding allocation increased by \$316.3M due to the addition of FY 2027 and funds added to the program to more accurately reflect the level of federal funding received directly by WMATA.



PROJECT: Project Development Program

DESCRIPTION: The program funds Maryland's allocated share of the Washington Metropolitan Area Transit Authority's Project Development Program.

PURPOSE & NEED SUMMARY STATEMENT: The program funds Maryland's allocated share of the Washington Metropolitan Area Transit Authority's Project Development Program.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

STATUS: Project Development Program planning studies are ongoing.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2021	2022	2023	...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	26,760	20,760	1,000	1,000	1,000	1,000	1,000	1,000	1,000	6,000	0
Total	26,760	20,760	1,000	1,000	1,000	1,000	1,000	1,000	1,000	6,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	26,760	20,760	1,000	1,000	1,000	1,000	1,000	1,000	1,000	6,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Project funding allocation increased \$1.0M due to the addition of funding for FY 2027.



PROJECT: Matching Funding for "Passenger Rail Investment Act of 2008" - P.L.110-432

DESCRIPTION: The Passenger Rail Investment and Improvement Act of 2008 authorizes new federal funds to be appropriated over a ten year period for capital and preventative maintenance projects of the Washington Metropolitan Area Transit Authority. The federal legislation also requires matching funds from Maryland, Virginia and The District of Columbia. This program provides Maryland's share of the match to federal funds.

PURPOSE & NEED SUMMARY STATEMENT: Funding is used for capital improvements to improve safety and state of good repair of the rail system, including replacement of all 1000 series railcars and other investments called for in recommendations made by the Federal Transit Administration (FTA) and National Transportation Safety Board (NTSB).

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

STATUS: The Federal Transit Administration (FTA) dedicated funding allocation for WMATA in FY 2021 is \$150.0M. Maryland will provide \$50.0M due to the addition of funding for FY 2027.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2021	2022	2023	...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	850,000	550,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0
Total	850,000	550,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	800,000	550,000	50,000	0	50,000	50,000	50,000	50,000	50,000	250,000	0
Other	50,000	0	0	50,000	0	0	0	0	0	50,000	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The project funding allocation increased \$50.0M due to the addition of funding in FY 2027.



PROJECT: WMATA Debt Service

DESCRIPTION: WMATA debt service represents the amount of bond debt taken on by the Authority after agreement by the state to cover the costs of debt repayment and associated fees. WMATA refinanced their debt, this debt was approved for funding Maryland's share of WMATA's Capital Improvement Program (CIP).

PURPOSE & NEED SUMMARY STATEMENT: These series of debt authorizations fund the purchase of long-term bonds issued by WMATA to fund its CIP.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

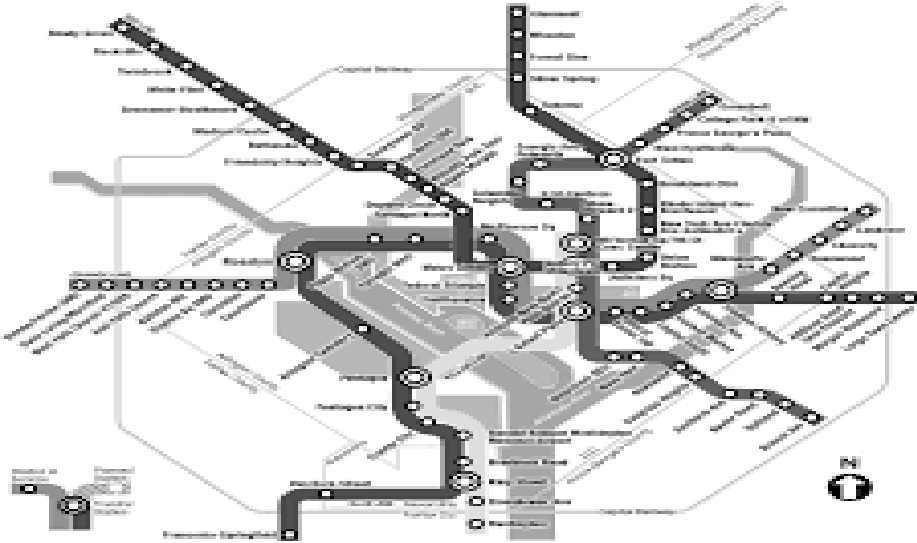
STATUS: Maryland's share of WMATA debt payment with programmed funding beginning in FY 2020 and continuing through FY2022 - FY2027. Effective FY2022 debt service has been consolidated into one project.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2021	2022	2023	...2024...	...2025...	...2026...	...2027...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	353,903	166,447	31,214	31,219	31,229	31,236	31,246	31,257	31,269	187,456	0
Total	353,903	166,447	31,214	31,219	31,229	31,236	31,246	31,257	31,269	187,456	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	353,903	166,447	31,214	31,219	31,229	31,236	31,246	31,257	31,269	187,456	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: WMATA refinanced their debt, this debt was approved for funding Maryland's share of WMATA's Capital Improvement Program (CIP). Due to the refinancing the debt has been consolidated into one project. The total debt funding allocation increased by \$31.3 due to the addition of FY2027 funding.



PROJECT: Governor's Capital Dedicated Funding

DESCRIPTION: In accordance with House Bill 372 and Senate Bill 277, passed during the 2018 legislative session of the Maryland General Assembly, \$167 million will be appropriated to WMATA annually as Maryland's portion of the dedicated fund towards its capital improvement program. This funding shall be in effect in so long as the District of Columbia and the Commonwealth of Virginia provide their share of the \$500 million dedicated capital fund.

PURPOSE & NEED SUMMARY STATEMENT: The funding is mandated by state legislation. Maryland will provide \$167M annually to WMATA's Capital Improvement Program beginning in FY 2020.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

STATUS: Maryland's share of the \$500.0M annual dedicated funding to WMATA's CIP is \$167.0M.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER												
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING					SIX YEAR	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2021	2022	2023	...2024...	...2025...	...2026...	...2027...	TOTAL		
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	1,336,000	334,000	167,000	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0	
Total	1,336,000	334,000	167,000	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	329,000	162,000	70,000	167,000	0	0	0	0	0	167,000	0	
Other	1,007,000	172,000	97,000	0	167,000	167,000	167,000	167,000	167,000	835,000	0	

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The project funding allocation increased \$167.0M due to the addition of funding in FY 2027.



PROJECT: Resolution of Audit Payment

DESCRIPTION: WMATA's FY 2022 - 2027 CIP is focused on safety, infrastructure rehabilitation and replacement and maintaining the Washington region's primary transit system in a state of good repair. In addition to the six-year CIP, this added a one time payment due to withholding from prior years. WMATA's FY 2022 - 2027 CIP includes investment to replace all rail cars, rehabilitation of track and rail structures, replacement vehicles for Metrobus and Metro Access, and implementing recommendations from the National Transportation Safety Board, the Federal Transit Administration and the Tri-State Oversight Committee.

PURPOSE & NEED SUMMARY STATEMENT: WMATA's FY 2022 - 2027 CIP is focused on safety, infrastructure rehabilitation and replacement and maintaining the Washington region's primary transit system in a state of good repair. In addition to the six-year CIP, this added a one time payment due to withholding from prior years. WMATA's FY 2022 - 2027 CIP includes investment to replace all rail cars, rehabilitation of track and rail structures, replacement vehicles for Metrobus and Metro Access, and implementing recommendations from the National Transportation Safety Board, the Federal Transit Administration and the Tri-State Oversight Committee.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

STATUS: FY2022 add a one time payment of \$34.6M due to previous years withholding.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2021	2022	2023	...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	34,609	0	0	34,609	0	0	0	0	0	34,609	0
Total	34,609	0	0	34,609	0	0	0	0	0	34,609	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	34,609	0	0	34,609	0	0	0	0	0	34,609	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The project added a one time payment of \$34.6M due to previous years withholding.