

**MDOT**  
MARYLAND DEPARTMENT  
OF TRANSPORTATION

**WASHINGTON METROPOLITAN AREA  
TRANSIT AUTHORITY**

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

	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>SIX - YEAR TOTAL</b>
<b>Major Construction Program</b>	<b>509.0</b>	<b>514.3</b>	<b>523.3</b>	<b>531.7</b>	<b>539.7</b>	<b>547.6</b>	<b>3,165.6</b>
Local Funding	509.0	514.3	523.3	531.7	539.7	547.6	3,165.6
<b>Major Development &amp; Evaluation Program</b>	-	-	-	-	-	-	-
<b>Minor Program</b>	-	-	-	-	-	-	-
<b>Capital Salaries, Wages &amp; Other Costs</b>	-	-	-	-	-	-	-
<b>TOTAL</b>	<b>509.0</b>	<b>514.3</b>	<b>523.3</b>	<b>531.7</b>	<b>539.7</b>	<b>547.6</b>	<b>3,165.6</b>
Special Funds	348.8	353.3	358.0	362.8	367.7	372.8	2,163.3
Federal Funds	-	-	-	-	-	-	-
Other Funds	160.3	161.0	165.3	168.9	171.9	174.8	1,002.3
<b>Special Funds Breakdown</b>							
General Fund	167.0	167.0	167.0	167.0	167.0	167.0	1,002.0
Transportation Trust Fund	181.8	186.3	191.0	195.8	200.7	205.8	1,161.3
Reimbursement from Counties for TTF Expenditure	-	-	-	-	-	-	-
State GO Bonds	-	-	-	-	-	-	-
Reimbursable Funds	-	-	-	-	-	-	-
<b>SPECIAL FUNDS TOTAL</b>	<b>348.8</b>	<b>353.3</b>	<b>358.0</b>	<b>362.8</b>	<b>367.7</b>	<b>372.8</b>	<b>2,163.3</b>



**PROJECT:** WMATA Capital Improvement Program

**DESCRIPTION:** The program provides Maryland's share of the funding for the Washington Metropolitan Area Transit Authority's (WMATA) 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 2024 - 2029 CIP is focused on safety, infrastructure rehabilitation and replacement, and maintaining the National Capital region's primary regional transit system in a state of good repair. WMATA's FY 2024 - 2029 CIP includes investments to replace rail cars, rehabilitate track and rail structures, replace vehicles for Metrobus and MetroAccess, and implement recommendations from the National Transportation Safety Board, the Federal Transit Administration and the Washington Metrorail Safety Commission.

**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 2024 - 2029 CIP was adopted by the WMATA Board of Directors on April 14, 2023.

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				YEAR 2023	YEAR 2024	YEAR 2025	FOR PLANNING PURPOSES ONLY		
						...2026...	...2027...	...2028...	...2029...		
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	4,714,255	3,044,209	213,082	259,809	265,083	274,052	282,414	290,375	298,314	1,670,046	0
<b>Total</b>	<b>4,714,255</b>	<b>3,044,209</b>	<b>213,082</b>	<b>259,809</b>	<b>265,083</b>	<b>274,052</b>	<b>282,414</b>	<b>290,375</b>	<b>298,314</b>	<b>1,670,046</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,834,619	1,166,850	34,996	99,542	104,059	108,710	113,502	118,437	123,520	667,769	0
Other	2,879,636	1,877,359	178,086	160,267	161,024	165,342	168,912	171,938	174,794	1,002,277	0

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** The estimated cost allocation increased by \$504.2M due to the addition of FY 2029 and the increase in Federal Funds for FY 2024 - FY 2029 increasing Maryland's 34% funding match for FY 2024 - FY 2029 received directly by WMATA.



**PROJECT:** Project Development Program

**DESCRIPTION:** The program funds Maryland’s allocated share of the Washington Metropolitan Area Transit Authority’s (WMATA) Project Development Program. This project supports Joint Development activities through planning for potential residential or commercial real estate projects to increase ridership and support transit-oriented development. Joint Development projects have been identified across all jurisdictions that still need support to clarify transit facility needs or resolve site issues. Phase 1 of these Joint Development studies cover concept design and feasibility; phase 2 studies advance due diligence and preliminary designs. In addition to Joint Development, the program consists of ADA and other Access Improvements identifying stations not meeting WMATA access standards, including additional elevators, weather protected ramps and other access standards.

**PURPOSE & NEED SUMMARY STATEMENT:** The program funds Maryland’s allocated share of WMATA’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: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO	
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						YEAR
	(\$000)	CLOSE YEAR	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	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	28,760	22,760	1,000	1,000	1,000	1,000	1,000	1,000	1,000	6,000	0	
<b>Total</b>	<b>28,760</b>	<b>22,760</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>6,000</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	28,760	22,760	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 2023 - 28 CTP:** The total estimated cost allocation increased \$1.0M due to the addition of funding for FY 2029.



**PROJECT:** Matching Funding for "Passenger Rail Investment and Improvement Act"

**DESCRIPTION:** The Passenger Rail Investment and Improvement Act (PRIIA) of 2008 authorized federal funds to be appropriated over a ten year period for capital and preventative maintenance projects of the Washington Metropolitan Area Transit Authority (WMATA). While the 2008 program expired in FY 2018, the PRIIA program was reauthorized under the IIJA through FY 2030. The federal legislation requires matching funds from Maryland, Virginia, and the District of Columbia. This program provides Maryland's share of these matching federal funds.

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

**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:** FTA's dedicated funding allocation for WMATA in FY 2024 is \$150.0M. Maryland will provide \$50.0M due to the addition of funding for FY 2029.

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				YEAR 2023	YEAR 2024	YEAR 2025	FOR PLANNING PURPOSES ONLY			
						...2026...	...2027...	...2028...	...2029...	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	950,000	650,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0	
<b>Total</b>	<b>950,000</b>	<b>650,000</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>300,000</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	911,500	611,500	24,500	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0	
Other	38,500	38,500	25,500	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** The total estimated cost increased \$50.0M due to the addition of funding in FY 2029.



**PROJECT:** WMATA Debt Service

**DESCRIPTION:** Washington Metropolitan Area Transit Authority (WMATA) debt service represents the amount of bond debt taken on by WMATA under agreement with the State to cover the costs of debt repayment and associated interest and fees. WMATA refinanced their debt in order to consolidate multiple lines of debt and reduce fees.

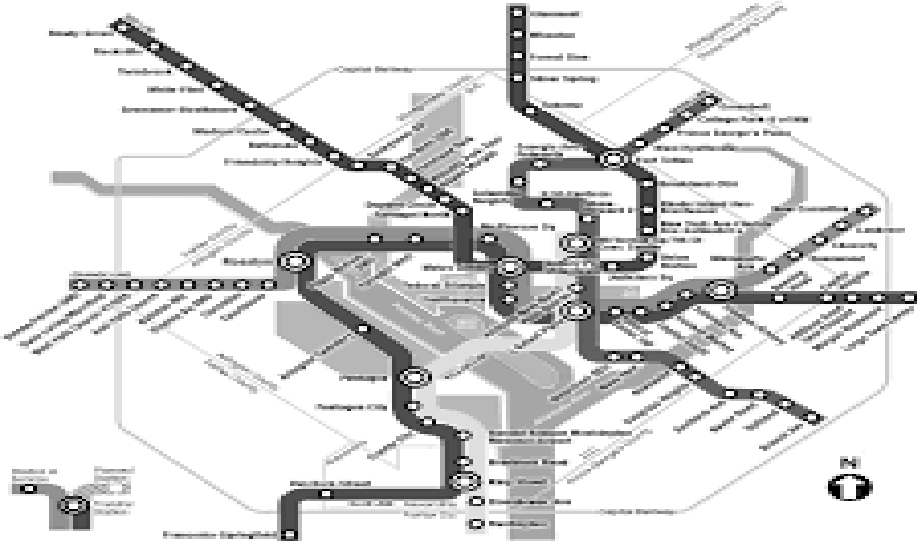
**PURPOSE & NEED SUMMARY STATEMENT:** These debt authorizations fund the purchase of long-term bonds issued by WMATA to fund its Capital Improvement Program (CIP).

**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 FY 2024 - 2029. Effective FY 2022, debt service has been consolidated into one project in the MDOT Consolidated Transportation Program to reflect WMATA's refinance of debt into a consolidated debt service amount.

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** This debt was originally approved for funding Maryland's share of WMATA's CIP when WMATA's full requested subsidy exceeded the State's cash resources. Due to refinancing, the debt has been consolidated into one project. The total estimated cost allocation increased by \$31.3M due to the addition of FY 2029 funding.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input 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	...	...	...			...
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	416,469	228,895	31,229	31,236	31,246	31,257	31,266	31,278	31,292	187,574	0	
<b>Total</b>	<b>416,469</b>	<b>228,895</b>	<b>31,229</b>	<b>31,236</b>	<b>31,246</b>	<b>31,257</b>	<b>31,266</b>	<b>31,278</b>	<b>31,292</b>	<b>187,574</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	416,469	228,895	31,229	31,236	31,246	31,257	31,266	31,278	31,292	187,574	0	
Other	0	0	0	0	0	0	0	0	0	0	0	



**PROJECT:** Governor's Dedicated Capital Funding

**DESCRIPTION:** In 2018, Maryland acted in conjunction with the Commonwealth of Virginia and the District of Columbia to create a bondable dedicated capital funding grant for use by the Washington Metropolitan Area Transit Authority (WMATA) for the purpose of generating financial assets to finance its Capital Improvement Program (CIP). Among the three funding jurisdictions, this dedicated capital funding grant totals \$500M annually. In accordance with Chapter 351 and 352 of the Acts of the Maryland General Assembly of 2018 (and as amended in 2020), \$167M will be appropriated to WMATA annually as Maryland's portion of this dedicated capital funding grant. This funding shall be provided as long as the District of Columbia and the Commonwealth of Virginia likewise contribute their share of the dedicated capital funding grant.

**PURPOSE & NEED SUMMARY STATEMENT:** The funding is mandated by state legislation. Maryland will provide \$167M annually to WMATA's CIP 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 checked="" type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...			
	Planning	0				0	0	0	0			0
Engineering	0	0	0	0	0	0	0	0	0	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0		
Utility	0	0	0	0	0	0	0	0	0	0		
Construction	1,670,000	668,000	167,000	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0	
<b>Total</b>	<b>1,670,000</b>	<b>668,000</b>	<b>167,000</b>	<b>167,000</b>	<b>167,000</b>	<b>167,000</b>	<b>167,000</b>	<b>167,000</b>	<b>167,000</b>	<b>1,002,000</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	1,670,000	668,000	167,000	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** The total estimated cost allocation increased \$167.0M due to the addition of funding in FY 2029.