

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

**WASHINGTON METROPOLITAN AREA
TRANSIT AUTHORITY**

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

	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>SIX - YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	439.7	443.9	448.3	452.8	457.5	462.2	2,704.4
System Preservation Minor Projects	-	-	-	-	-	-	-
<u>Development & Evaluation Program</u>	-	-	-	-	-	-	-
SUBTOTAL	439.7	443.9	448.3	452.8	457.5	462.2	2,704.4
<u>Capital Salaries, Wages & Other Costs</u>	-	-	-	-	-	-	-
TOTAL	439.7	443.9	448.3	452.8	457.5	462.2	2,704.4
Special Funds	242.8	219.1	181.4	185.9	190.6	195.4	1,215.2
Federal Funds	-	-	-	-	-	-	-
Other Funds	196.9	224.9	266.9	266.9	266.9	266.9	1,489.2



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 2021 - 2026 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 2021 - 2026 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

ASSOCIATED IMPROVEMENTS:
 Matching Funding for "Passenger Rail Investments and Improvement Act of 2008" - P.L.110-432 - Line 3 Series 2017B and 2018 Debt Service - Line 5 Governor's Capital Dedicated Funding - Line 6

STATUS: The FY 2021 - 2026 CIP was adopted by the WMATA Board of Directors on April 2, 2020.

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
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
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	3,601,377	2,392,231	155,559	190,470	194,718	199,093	203,600	208,242	213,023	1,209,146	0
Total	3,601,377	2,392,231	155,559	190,470	194,718	199,093	203,600	208,242	213,023	1,209,146	0
Federal-Aid											0
Special	1,508,980	974,054	55,689	90,600	19,848	99,223	103,730	108,372	113,153	534,926	0
Other	2,092,397	1,418,177	99,870	99,870	174,870	99,870	99,870	99,870	99,870	674,220	0

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The project cost increased \$154.9M due to the addition of FY 2026 funding, offset by WMATA budget requests.



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

ASSOCIATED IMPROVEMENTS:
None.

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					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	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	25,760	19,760	1,300	1,000	1,000	1,000	1,000	1,000	1,000	6,000	0
Total	25,760	19,760	1,300	1,000	1,000	1,000	1,000	1,000	1,000	6,000	0
Federal-Aid										0	
Special	25,760	19,760	1,300	1,000	1,000	1,000	1,000	1,000	1,000	6,000	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased \$1.0M due to the addition of funding for FY 2026.



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).

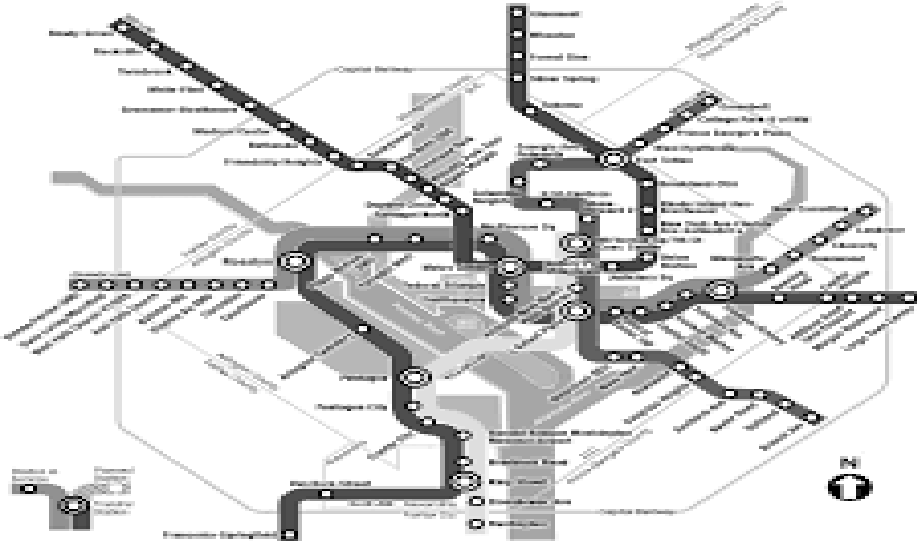
SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 WMATA Capital Improvements Program - Line 1

STATUS: The Federal Transit Administration (FTA) dedicated funding allocation for WMATA in FY 2020 is \$150.0M. Maryland will provide \$50.0M due to the addition of funding for FY 2026.

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 TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				2020	2021	2022	...2023...		
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	800,000	500,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0
Total	800,000	500,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0
Federal-Aid										0	
Special	750,000	500,000	50,000	50,000	0	50,000	50,000	50,000	50,000	250,000	0
Other	50,000	0	0	0	50,000	0	0	0	0	50,000	0

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The project cost increased \$50.0M due to the addition of funding in FY 2026.



PROJECT: Metro Matters Program

DESCRIPTION: Metro Matters is a regionally funded program of capital improvements for the Washington Metropolitan Area Transit Authority. This program provides Maryland’s share of the required contributions under the term of the Metro Matters Funding Agreement.

PURPOSE & NEED SUMMARY STATEMENT: The Metro Matters program was initiated in FY 2005 with a multi-year budget of approximately \$3.9B. A majority of Metro Matters project work was completed during FY 2005 - 2010. The program includes funding for debt service for long-term bonds issued by WMATA to fund the Metro Matters 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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Maryland’s share of the annual contributions to the Metro Matters Program is approximately \$9.9M during FY 2021 - 2026. The final maturity date of the Metro Matters bonds is in FY 2034.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The project cost increased \$8.9M due to the addition of FY 2026.

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					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
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	172,359	113,933	9,911	9,391	9,391	9,911	9,911	9,911	9,911	58,426	0
Total	172,359	113,933	9,911	9,391	9,391	9,911	9,911	9,911	9,911	58,426	0
Federal-Aid										0	
Special	172,359	113,933	9,911	9,391	9,391	9,911	9,911	9,911	9,911	58,426	0
Other										0	



PROJECT: Series 2017B and 2018 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. This includes the 2017B Series debt for FY 2018 Series debt for FY 2019. 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.

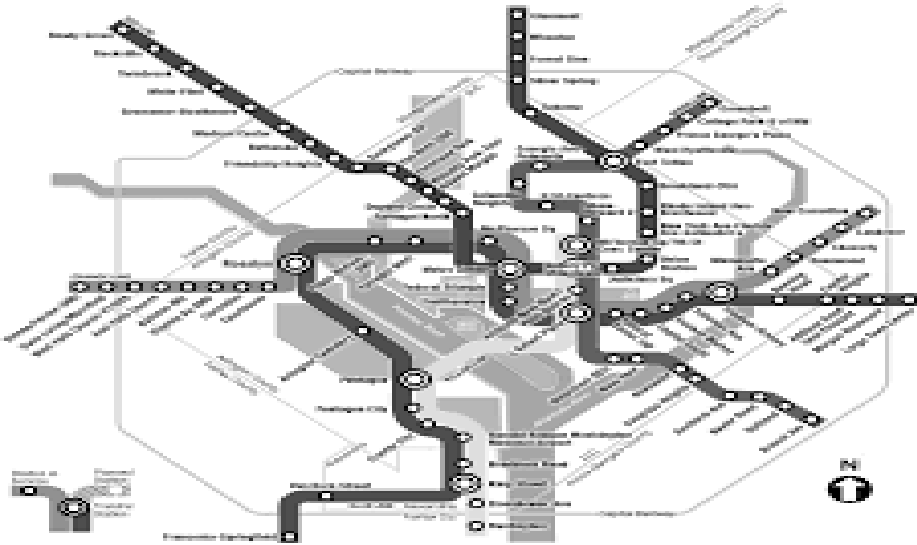
SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 WMATA Capital Improvements Program - Line 1

STATUS: Maryland's share of WMATA debt payment with programmed funding beginning in FY 2020 and continuing through FY2021 - FY2026.

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					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	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	150,146	21,300	21,300	21,823	21,823	21,300	21,300	21,300	21,300	128,846	0
Total	150,146	21,300	21,300	21,823	21,823	21,300	21,300	21,300	21,300	128,846	0
Federal-Aid										0	
Special	150,146	21,300	21,300	21,823	21,823	21,300	21,300	21,300	21,300	128,846	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The project costs increased \$22.3M due to the addition of FY 2026.



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

ASSOCIATED IMPROVEMENTS:
 WMATA Capital Improvement Program - Line 1

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
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
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	1,169,000	167,000	167,000	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0
Total	1,169,000	167,000	167,000	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0
Federal-Aid										0	
Special	329,000	92,000	92,000	70,000	167,000	0	0	0	0	237,000	0
Other	840,000	75,000	75,000	97,000	0	167,000	167,000	167,000	167,000	765,000	0

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The project cost increased \$167.0M due to the addition of funding in FY 2026.