

**MDOT**  
MARYLAND DEPARTMENT  
OF TRANSPORTATION

**WASHINGTON METROPOLITAN AREA  
TRANSIT AUTHORITY**

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

	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
<b>Major Projects</b>	440.1	444.0	448.4	452.9	457.6	462.3	2,705.3
<b>Special Funds</b>	230.2	177.2	181.5	186.0	190.7	195.5	1,161.1
<b>Federal Funds - WMATA *</b>	209.9	266.9	266.9	266.9	266.9	266.9	1,544.2

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\* These federal funds are received by WMATA directly and are not included in the MDOT budget.



**PROJECT:** WMATA Capital Investment 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.

**JUSTIFICATION:** WMATA's FY 2020 - 2025 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 2020 - 2025 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
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

Matching Funding for "Passenger Rail Investment 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 2020 - 2025 CIP was adopted by the WMATA Board of Directors on March 28, 2019.

**SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP:** The project cost increased \$137.9M due to the addition of FY 2025 funding, offset by WMATA budget requests

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	2021	.....2022.....	.....2023.....			.....2024.....
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
Construction	3,446,394	2,236,672	190,559	194,810	199,188	203,697	208,342	213,126	1,209,722	0	0
Total	3,446,394	2,236,672	190,559	194,810	199,188	203,697	208,342	213,126	1,209,722	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

9004, 9006



**PROJECT:** Project Development

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

**JUSTIFICATION:** The program funds Maryland's allocated share for 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
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Project Development Program planning studies are ongoing.

**SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP:** Project cost increased \$1.0M due to the addition of funding for FY 2025.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	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
Construction	24,760	18,460	1,300	1,000	1,000	1,000	1,000	1,000	6,300	0
Total	24,760	18,460	1,300	1,000	1,000	1,000	1,000	1,000	6,300	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



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

**JUSTIFICATION:** Funding is used for capital improvements to improve safety and state of good repair of the rail system, including the 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

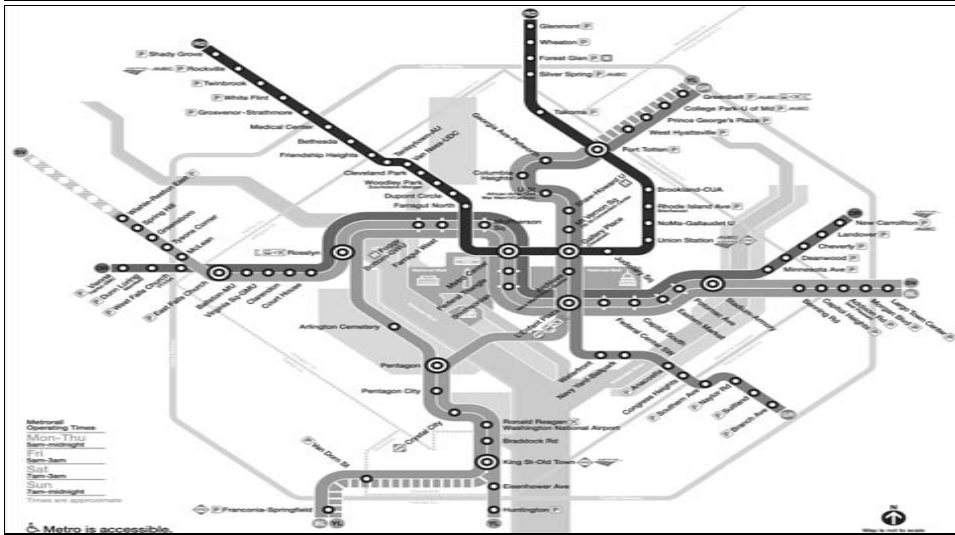
- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**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 2025.

**SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP:** The project cost increased \$50.0M due to the addition of funding in FY 2025.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	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
Construction	750,000	450,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0
Total	750,000	450,000	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



**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.

**JUSTIFICATION:** 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
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Maryland's share of the annual contributions to the Metro Matters Program is approximately \$9.9M during FY 2020 - 2025. The final maturity date of the Metro Matters bonds is in FY 2034.

**SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP:** The project cost increased \$9.9M due to the addition of FY 2025.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	2021	.....2022.....	.....2023.....			.....2024.....
Planning	0	0	0	0	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	
Construction	163,488	104,022	9,911	9,911	9,911	9,911	9,911	9,911	59,466	0	
Total	163,488	104,022	9,911	9,911	9,911	9,911	9,911	9,911	59,466	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	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 and the 2018 Series debt for FY 2019. This debt was approved for funding Maryland's share of WMATA's Capital Improvement Program (CIP).

**JUSTIFICATION:** 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
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

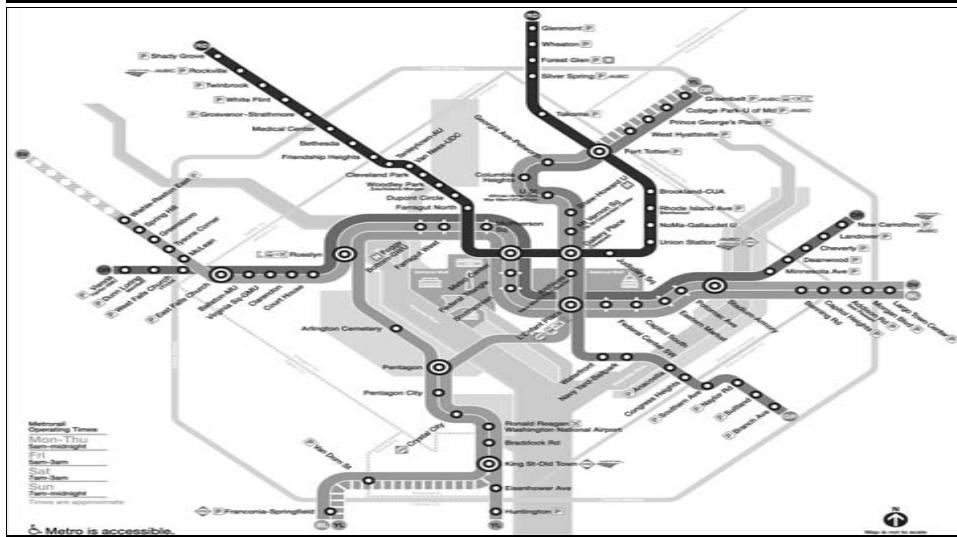
**ASSOCIATED IMPROVEMENTS:**  
WMATA Capital Improvements Program - Line 1

**STATUS:** Maryland's share of WMATA debt payment for FY 2018 and 2019, with programmed funding beginning in FY 2020.

**SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP:** The project cost increased \$20.5M due to the addition of FY 2025.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			YEAR 2020	YEAR 2021	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	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
Construction	127,800	0	21,300	21,300	21,300	21,300	21,300	21,300	127,800	0
Total	127,800	0	21,300	21,300	21,300	21,300	21,300	21,300	127,800	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

9012, 9013



**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, \$167.0M will be appropriated to WMATA annually as Maryland's portion of the dedicated fund toward it's 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 \$500.0M dedicated capital fund.

**JUSTIFICATION:** The funding is mandated by state legislation. Maryland will provide \$167.0M 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
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- 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.

**SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP:** The project cost increased \$167.0M due to the addition of funding in FY 2025.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	2021	.....2022.....	.....2023.....			.....2024.....
Planning	0	0	0	0	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	
Construction	1,002,000	0	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0	
<b>Total</b>	<b>1,002,000</b>	<b>0</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	