

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

**WASHINGTON METROPOLITAN AREA
TRANSIT AUTHORITY**

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

	<u>Current</u>	<u>FY</u>	<u>Budget</u>	<u>FY</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>SIX - YEAR</u>
		<u>2023</u>		<u>2024</u>					<u>TOTAL</u>
<u>Major Construction Program</u>		462.3		469.4	474.1	482.0	489.7	496.9	2,874.4
Local Funding		462.3		469.4	474.1	482.0	489.7	496.9	2,874.4
<u>Major Development & Evaluation Program</u>		-		-	-	-	-	-	-
<u>Minor Program</u>		-		-	-	-	-	-	-
<u>Capital Salaries, Wages & Other Costs</u>		-		-	-	-	-	-	-
TOTAL		462.3		469.4	474.1	482.0	489.7	496.9	2,874.4
Special Funds		91.7		183.2	187.7	192.4	197.3	202.3	1,054.6
Federal Funds		-		-	-	-	-	-	-
Other Funds		370.6		286.2	286.4	289.6	292.5	294.6	1,819.8



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 2023 - 2028 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 2023 - 2028 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 2023 - 2028 CIP was adopted by the WMATA Board of Directors on March 24, 2022.

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	2022	2023	2024	...2025...	...2026...	...2027...	...2028...	YEAR	TO
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	4,210,022	2,831,127	248,426	213,082	220,159	224,853	232,743	240,468	247,590	1,378,895	0
Total	4,210,022	2,831,127	248,426	213,082	220,159	224,853	232,743	240,468	247,590	1,378,895	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,718,419	1,131,854	67,200	34,996	100,921	105,479	110,173	115,008	119,988	586,565	0
Other	2,491,603	1,699,273	181,226	178,086	119,238	119,374	122,570	125,460	127,602	792,330	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The estimated cost allocation increased by \$292.3M due to the addition of FY 2028 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 (WMATA) Project Development Program.

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					
	(\$000)	CLOSE YEAR	2022	2023	2024	...2025...	...2026...	...2027...	...2028...		
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	27,760	21,760	1,000	1,000	1,000	1,000	1,000	1,000	1,000	6,000	0
Total	27,760	21,760	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	27,760	21,760	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 2022 - 27 CTP: The total estimated cost allocation increased \$1.0M due to the addition of funding for FY 2028.



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 2028. 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 2023 is \$150.0M. Maryland will provide \$50.0M due to the addition of funding for FY 2028.

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	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						
	(\$000)	CLOSE YEAR				...2025...	...2026...	...2027...	...2028...			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	900,000	600,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0	
Total	900,000	600,000	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	861,500	587,000	37,000	24,500	50,000	50,000	50,000	50,000	50,000	274,500	0	
Other	38,500	13,000	13,000	25,500	0	0	0	0	0	25,500	0	

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The total estimated cost increased \$50.0M due to the addition of funding in FY 2028.



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.

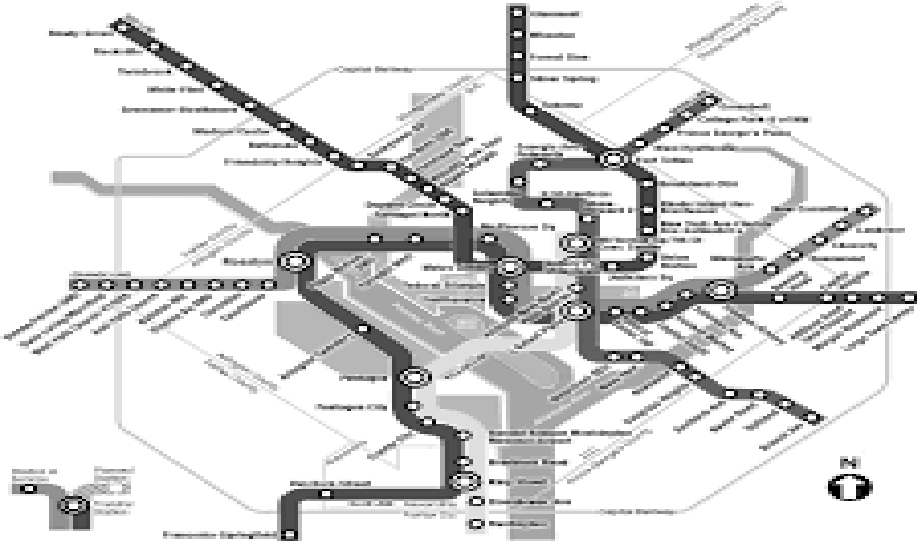
PURPOSE & NEED SUMMARY STATEMENT: These debt authorizations fund the purchase of long-term bonds issued by WMATA to fund its Capital Improvement Program (CIP).

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 2023 - 2028. 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 2022 - 27 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 2028 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						
			2022	2023	2024	...2025...	...2026...	...2027...	...2028...	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	385,180	197,666	31,219	31,229	31,236	31,246	31,257	31,269	31,278	187,515	0	
Total	385,180	197,666	31,219	31,229	31,236	31,246	31,257	31,269	31,278	187,515	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	385,180	197,666	31,219	31,229	31,236	31,246	31,257	31,269	31,278	187,515	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 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						
			2022	2023	2024	...2025...	...2026...	...2027...	...2028...	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	1,503,000	501,000	167,000	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0	
Total	1,503,000	501,000	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	329,000	167,000	0	0	0	0	0	0	0	0	
Other	1,174,000	172,000	0	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0	

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: The total estimated cost allocation increased \$167.0M due to the addition of funding in FY 2028.

