

Program Description

The Washington Metropolitan Area Transit Authority (WMATA/Metro) is a unique federal-state-local partnership formed to provide mass transit service to the Washington Metropolitan region. WMATA's Adopted FY 2025 - FY 2030 Capital Budget focuses on a continued effort to make progress on state of good repair needs including rehabilitation and replacement of platforms, bridges, power upgrades, signal and communication systems, and facilities. It also focuses on sustaining safety and state of good repair of all system assets through recurring lifecycle maintenance, rehabilitation, and replacement. In addition to the core priorities of safety and reliability, Metro considers policy and other factors in the development of the CIP, including sustainability; resiliency; improvements to the customer experience; regulatory findings and corrective action plans; modernization and efficiency; emerging technology; project readiness; and jurisdiction sponsored improvements. Metro's Adopted \$13.3 billion FY2025-FY2030 CIP focuses capital investment on safety, security, state of good repair and reliability of Metrorail, Metrobus, and Metro Access and the facilities, infrastructure and systems that support the transit network.

Maryland, Virginia, and the District of Columbia each passed legislation in 2018 which secured a combined \$500 million annually of "dedicated funding" for WMATA beginning in FY 2019. In Virginia, the share is approximately \$154 million and is funded by a combination of redirected state revenues, a redirection of regional grantors and transient occupancy taxes previously collected by the Northern Virginia Transportation Authority (NVRTA), a gain from a floor on regional gas tax revenues, and an additional local funding commitment of \$27.1 million dollars.

For Arlington, the estimated funding requirement over ten years, which includes WMATA's Adopted FY 2025 - FY 2030 CIP as well as a forecast of out-year contributions in FY 2031 - FY 2034, is \$398 million. This consists of \$323 million of annual local jurisdictional subsidy payments, and \$75 million for Arlington's share of the local funding commitment portion of Virginia's new WMATA "dedicated funding". A combination of general obligation bonds, state grants, regional gas tax, and transportation capital funds, are used to fund Arlington's share of the WMATA capital subsidy. Arlington's proportional share of jurisdictional capital subsidy is outlined in the WMATA Capital Funding Agreement (CFA).

Program Summary

Arlington County participates in funding of WMATA operating and capital needs as required and agreed to in the WMATA Compact. Specific annual funding commitments for capital expenditures are outlined and approved in the WMATA Capital Funding Agreement (CFA). Annual capital commitments are determined by formula which uses the County's share of rail, bus, paratransit, and other operating expenditures and applies them proportionally to the respective rail, bus, and other capital expenditures in the CFA. Currently, the formula provides that Arlington County funds approximately 9% of local jurisdictional capital subsidies. More information on WMATA's capital and operating budgets, including copies of the CFA and WMATA Compact, can be found at www.wmata.com.