

**SECOND AMENDMENT TO THE  
CAPITAL FUNDING AGREEMENT**

**Among**

**The State of Maryland;**

**The District of Columbia;**

**Arlington County, Virginia;**

**Fairfax County, Virginia;**

**The City of Alexandria, Virginia;**

**The City of Fairfax, Virginia;**

**The City of Falls Church, Virginia;**

**And**

**The Washington Metropolitan Area Transit Authority**

**Effective Date:** 7/11/17

**SECOND AMENDMENT TO THE  
CAPITAL FUNDING AGREEMENT**

THIS SECOND AMENDMENT TO THE CAPITAL FUNDING AGREEMENT (Second Amendment) is made and entered into this 11<sup>th</sup> day of July, 2017, by and among the **Washington Metropolitan Area Transit Authority (WMATA)**, a body corporate and politic created by interstate compact between Maryland, Virginia, and the District of Columbia; **the State of Maryland, acting by and through the Washington Suburban Transit District and the Department of Transportation; the District of Columbia; Arlington County, Virginia; Fairfax County, Virginia; the City of Alexandria, Virginia; the City of Fairfax, Virginia; and the City of Falls Church, Virginia (Contributing Jurisdictions and, collectively with WMATA, the Parties):**

**RECITALS**

1. The Parties to this Second Amendment desire to extend the term of that Capital Funding Agreement entered into by the Parties as of July 1, 2010 and previously extended to include WMATA Fiscal Year 2017 (CFA).
2. The Parties to this Second Amendment desire to continue the funding and work of WMATA on the same terms and conditions currently in place under the CFA as amended by the First Amendment to the CFA for an additional year (the Extension Term).
3. The Parties will continue to negotiate in good faith toward a longer-term capital funding agreement during the Extension Term.

NOW, THEREFORE, in consideration of the mutual promises and obligations hereinafter set forth, the Parties hereby agree as follows:

#### **SEC. 1 DEFINITIONS**

Unless defined otherwise in this Second Amendment all terms used in this Second Amendment shall have the same meaning as is found in the CFA.

#### **SEC. 2 EXTENSION OF TERM AND AMENDMENT OF LONG TERM DEBT OBLIGATIONS**

Pursuant to Section 11 of the CFA, the Parties agree to extend the term of the CFA for one additional year, from July 1, 2017 through June 30, 2018 (FY2018) on the same terms and conditions agreed to under the CFA as amended by the First Amendment to the CFA. The maximum amount of long-term debt authorized for issuance in FY2018 in support of the FY2018 Capital Improvement Program shall not exceed \$575.2 million. The Parties acknowledge and agree that this debt issuance will be approved by the Jurisdictions pursuant to the opt-out provisions of the CFA. In the event that WMATA desires to issue additional debt during FY2018, WMATA shall follow the processes established for such issuance in the CFA. Additionally, WMATA may also choose to refinance the existing Gross Revenue Transit Bonds Series 2009A and 2009B provided that the jurisdictional debt service amounts will be no greater than the existing amounts covering these bonds. If a Contributing Jurisdiction elected to pre-pay its portion of the Gross Revenue Transit Bonds Series 2009A or 2009B pursuant to Section 4(b)(2)(C) of the CFA that Contributing Jurisdiction shall not be responsible for costs, debt service, or other amounts related to the refunded Gross Revenue Transit Bonds Series 2009A or 2009B.

**SEC. 3 CAPITAL IMPROVEMENT PROGRAM**

- A. As is contemplated by the CFA as amended by the First Amendment to the CFA, it is anticipated that the WMATA Board of Directors will adopt a new Fiscal Year 2018 Capital Budget on or before June 30, 2017. It is the intent of the Parties that the CFA be automatically amended to incorporate the FY2018 Capital Budget as adopted by the Board so long as the Allocated Contributions in the FY2018 Annual Work Plan do not exceed \$210.5 million exclusive of long-term debt and PRIIA matching funds in Attachment A.
- B. Attachment A contains the FY2018 Capital Budget, representing a summary of the FY2018 Annual Work Plan.
- C. The District of Columbia's Allocated Contribution to the FY2018 Capital Budget shall not exceed \$76.1 million and this amount shall be added to the amounts contained in Section 4(b)(1)(C)(i) of the CFA and the First Amendment to the CFA to constitute the new limitation on required Allocated Contributions for the District of Columbia in the total maximum amount not to exceed \$565,514,000 to be paid from the District of Columbia Capital Funds.
- D. It is the intent of the Parties that to the extent that WMATA undertakes multi-year projects in the FY2018 Annual Work Plan, adopted by this Second Amendment, such projects shall be continued in accordance with the provisions of Section 2(e) of the CFA.

**SEC. 4 CONTINUING EFFECT**

This Second Amendment amends certain terms and conditions of the CFA. All other terms and conditions of the CFA as amended by the First Amendment to the CFA that are not modified by this Second Amendment shall remain in full force and effect. Should there be any

conflict between the terms and conditions in this Second Amendment and the CFA as amended by the First Amendment the terms and conditions of this Second Amendment, and in the case of the District of Columbia the Second Amendment to the Local Capital Funding Agreement, shall control.

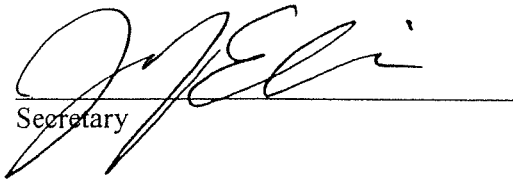
**SEC. 5 COUNTERPARTS**

This Amendment may be executed in identical counterparts, each of which shall constitute an original and all of which shall constitute, collectively, one agreement. The counterpart with the most recent date shall determine the date of entry of this Agreement by the Parties.

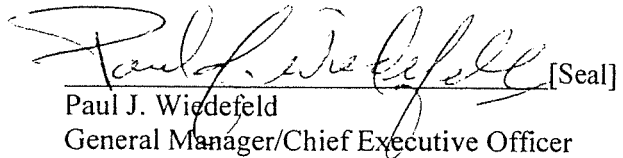
IN WITNESS WHEREOF, WMATA and the Contributing Jurisdictions have executed this Amendment by their representatives' signatures below.

WASHINGTON METROPOLITAN AREA  
TRANSIT AUTHORITY

Attest:

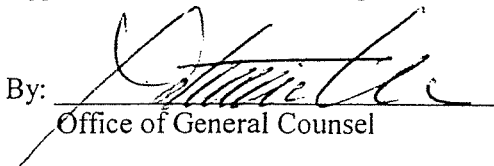
  
Secretary

By:

 [Seal]  
Paul J. Wiedefeld  
General Manager/Chief Executive Officer

Dated: 7/11/17

Approved as to Form and Legal Sufficiency:

By:   
Office of General Counsel


[signatures continued on following page]

STATE OF MARYLAND  
acting by and through the Washington Suburban Transit District and the Department of  
Transportation

MARYLAND DEPARTMENT OF  
TRANSPORTATION

Attest:

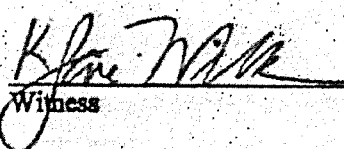
Viktoria Analski  
Witness

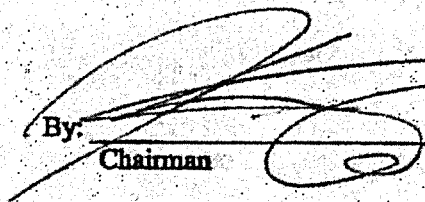
By:  [Seal]  
Secretary

and


WASHINGTON SUBURBAN  
TRANSIT DISTRICT

Attest:

  
Witness

By:  [Seal]  
Chairman

Approved as to Form and Legal Sufficiency:

By:   
Assistant Attorney General

Date: 6-29-17

[signatures continued on following page]

DISTRICT OF COLUMBIA

Attest:

\_\_\_\_\_  
Witness

By:  [Seal]  
Mayer

Approved as to Form and Legal Sufficiency:

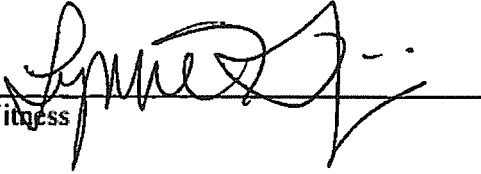
By: \_\_\_\_\_  
Attorney General

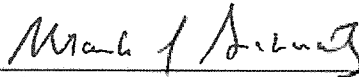
Dated: \_\_\_\_\_

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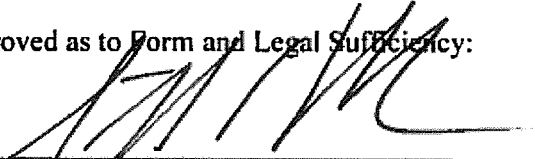
COUNTY BOARD OF ARLINGTON  
COUNTY, VIRGINIA

Attest:

  
Witness

By:  [Seal]  
County Manager  
Arlington County, Virginia

Approved as to Form and Legal Sufficiency:

By:   
Arlington County Attorney

Dated: 6/28/17


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FAIRFAX COUNTY, VIRGINIA

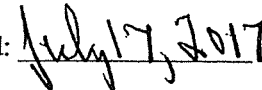
Attest:

  
Clerk to the Board of Supervisors

By:  [Seal]  
County Executive  
Fairfax County, Virginia

Approved as to Form and Legal Sufficiency:

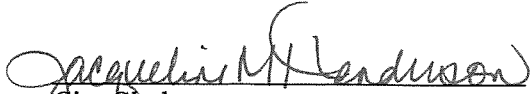
By:   
County Attorney


Dated: 

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CITY OF ALEXANDRIA, VIRGINIA

Attest:

  
City Clerk

By:  [Seal]  
City Manager

Approved as to Form and Legal Sufficiency:

By:   
City Attorney

Dated: 5/31/17

[signatures continued on following page]

CITY OF FAIRFAX, VIRGINIA

Attest:

\_\_\_\_\_  
City Clerk

By: \_\_\_\_\_ [Seal]  
City Manager

Approved as to Form and Legal Sufficiency:

By:   
\_\_\_\_\_  
City Attorney

Dated: 6/20/2017

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CITY OF FALLS CHURCH, VIRGINIA

Attest:

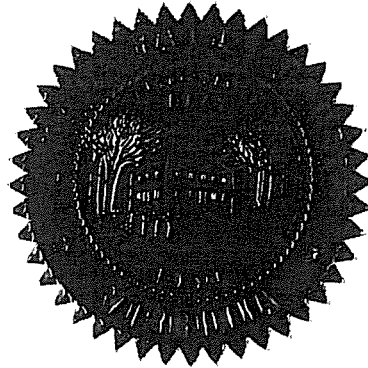
Celaste Heath  
City Clerk

By: Wyatt Smith [Seal]  
City Manager

Approved as to Form and Legal Sufficiency:

By: Carole W. McSpie  
City Attorney

Dated: 06/21/2017



Resolution 2017-17

