

**WASHINGTON METROPOLITAN AREA
TRANSIT AUTHORITY**

<p style="text-align: center;">WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY CAPITAL PROGRAM SUMMARY (\$ MILLIONS)</p>
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	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>FY 2030</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	513.9	523.6	543.5	552.3	545.5	554.2	3,233.1
Local Funding	513.9	523.6	543.5	552.3	545.5	554.2	3,233.1
<u>Major Development & Evaluation Program</u>	-	-	-	-	-	-	-
<u>Minor Program</u>	-	-	-	-	-	-	-
<u>Capital Salaries, Wages & Other Costs</u>	-	-	-	-	-	-	-
TOTAL	513.9	523.6	543.5	552.3	545.5	554.2	3,233.1
Special Funds	184.8	184.7	361.2	366.1	371.2	376.4	1,844.5
Federal Funds	-	-	-	-	-	-	-
Other Funds	329.0	338.9	182.3	186.2	174.4	177.9	1,388.6
<u>Special Funds Breakdown</u>							
General Fund	-	-	167.0	167.0	167.0	167.0	668.0
Transportation Trust Fund	184.8	184.7	194.2	199.1	204.2	209.4	1,176.5
SPECIAL FUNDS TOTAL	184.8	184.7	361.2	366.1	371.2	376.4	1,844.5
<u>Other Funds Breakdown</u>							
GO Bonds	167.0	167.0	-	-	-	-	334.0
Other (Not GO Bonds)	162.0	171.9	182.3	186.2	174.4	177.9	1,054.6
OTHER FUNDS TOTAL	329.0	338.9	182.3	186.2	174.4	177.9	1,388.6



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 2025 - 2030 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 2025 - 2030 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 Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☒ Project Not Location Specific
☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

☐ Not Subject to PFA Law

STATUS: The FY 2025 - 2030 CIP was adopted by the WMATA Board of Directors on April 25, 2024.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
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	5,041,460	3,304,018	259,809	264,644	274,360	294,262	303,027	296,230	304,918	1,737,441	0
Total	5,041,460	3,304,018	259,809	264,644	274,360	294,262	303,027	296,230	304,918	1,737,441	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,949,222	1,266,392	99,542	102,600	102,490	111,954	116,843	121,878	127,064	682,829	0
Other	3,092,238	2,037,626	160,267	162,044	171,870	182,308	186,184	174,352	177,854	1,054,612	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The estimated cost allocation increased by \$327.2M due to the addition of FY 2030, adjustments in WMATA's annual subsidy request from Maryland and an increase in FY 2025 - FY 2030 Federal funds 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. This project supports Joint Development activities through planning for potential residential or commercial real estate projects to increase ridership and support transit-oriented development. Joint Development projects have been identified across all jurisdictions that still need support to clarify transit facility needs or resolve site issues. Phase 1 of these Joint Development studies cover concept design and feasibility; phase 2 studies advance due diligence and preliminary designs. In addition to Joint Development, the program consists of ADA and other Access Improvements identifying stations not meeting WMATA access standards, including additional elevators, weather protected ramps and other access standards.

PURPOSE & NEED SUMMARY STATEMENT: The program funds Maryland's allocated share of WMATA's Project Development Program.

SMART GROWTH STATUS:
☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☒ Project Not Location Specific
☐ Not Subject to PFA Law
☐ Grandfathered
☐ Exception Will Be Required
☐ 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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
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	29,760	23,760	1,000	1,000	1,000	1,000	1,000	1,000	1,000	6,000	0
Total	29,760	23,760	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	29,760	23,760	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 2024 - 29 CTP: The total estimated cost allocation increased \$1.0M due to the addition of funding for FY 2030.



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 2030. 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 2025 is \$150.0M. Maryland's share of matching funds is \$50.0M. Increases \$50M due to the addition of funding for FY 2030.

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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
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	1,000,000	700,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0
Total	1,000,000	700,000	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	961,500	661,500	50,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0
Other	38,500	38,500	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The total estimated cost increased \$50.0M due to the addition of funding in FY 2030.



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. 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.

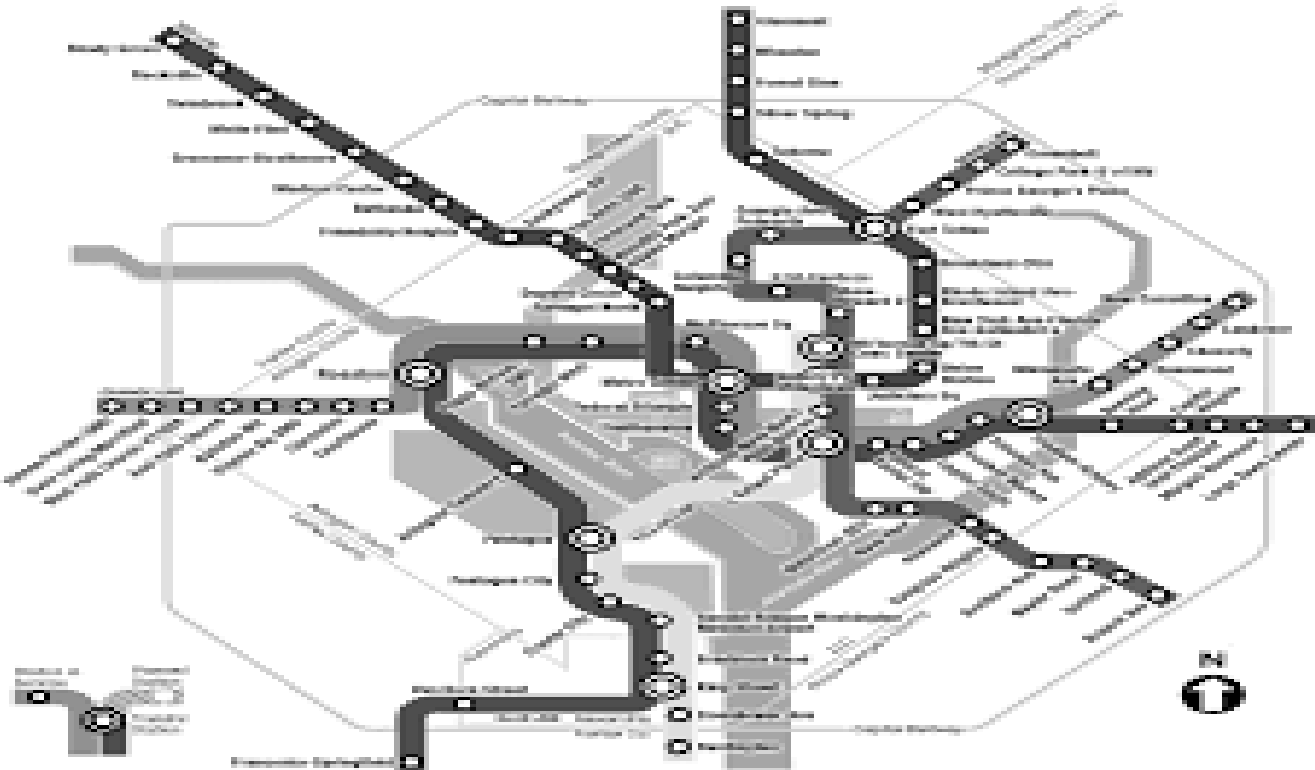
PURPOSE & NEED SUMMARY STATEMENT: These debt authorizations fund the purchase of long-term bonds issued by WMATA to fund its Capital Improvement Program (CIP).

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 2025 - 2030. 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 2024 - 29 CTP:
The total estimated cost allocation increased by \$31.3M due to the addition of FY 2030 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 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2027...	...2028...	...2029...	...2030...		
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	447,776	260,131	31,236	31,246	31,257	31,266	31,278	31,292	31,307	187,645	0
Total	447,776	260,131	31,236	31,246	31,257	31,266	31,278	31,292	31,307	187,645	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	447,776	260,131	31,236	31,246	31,257	31,266	31,278	31,292	31,307	187,645	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 type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2027...	...2028...	...2029...	...2030...		
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	
Utility	0	0	0	0	0	0	0	0	0	0	
Construction	1,837,000	835,000	167,000	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0
Total	1,837,000	835,000	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	1,503,000	835,000	167,000	0	0	167,000	167,000	167,000	167,000	668,000	0
Other	334,000	0	0	167,000	167,000	0	0	0	0	334,000	0

9011 - FY25 & FY26 GO Bond

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The total estimated cost allocation increased \$167.0M due to the addition of funding in FY 2030.