



**WASHINGTON METROPOLITAN AREA  
TRANSIT AUTHORITY**

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

	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>FY 2030</u>	<u>FY 2031</u>	<u>SIX - YEAR TOTAL</u>
<b><u>Major Construction Program</u></b>	<b>515.5</b>	<b>529.7</b>	<b>544.6</b>	<b>553.4</b>	<b>545.7</b>	<b>554.3</b>	<b>3,243.2</b>
Local Funding	515.5	529.7	544.6	553.4	545.7	554.3	3,243.2
<b><u>Major Development &amp; Evaluation Program</u></b>	-	-	-	-	-	-	-
<b><u>Minor Program</u></b>	-	-	-	-	-	-	-
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	-	-	-	-	-	-	-
<b>TOTAL</b>	<b>515.5</b>	<b>529.7</b>	<b>544.6</b>	<b>553.4</b>	<b>545.7</b>	<b>554.3</b>	<b>3,243.2</b>
Special Funds	184.8	356.4	361.1	366.0	371.1	376.3	2,015.6
Federal Funds	-	-	-	-	-	-	-
Other Funds	330.7	173.4	183.5	187.4	174.6	178.1	1,227.6
<b><u>Special Funds Breakdown</u></b>							
General Fund	-	167.0	167.0	167.0	167.0	167.0	835.0
Transportation Trust Fund	184.8	189.4	194.1	199.0	204.1	209.3	1,180.6
<b>SPECIAL FUNDS TOTAL</b>	<b>184.8</b>	<b>356.4</b>	<b>361.1</b>	<b>366.0</b>	<b>371.1</b>	<b>376.3</b>	<b>2,015.6</b>
<b><u>Other Funds Breakdown</u></b>							
GO Bonds	167.0	-	-	-	-	-	167.0
Other (Not GO Bonds)	163.7	173.4	183.5	187.4	174.6	178.1	1,060.6
<b>OTHER FUNDS TOTAL</b>	<b>330.7</b>	<b>173.4</b>	<b>183.5</b>	<b>187.4</b>	<b>174.6</b>	<b>178.1</b>	<b>1,227.6</b>



**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 2026 - 2031 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 2026 - 2031 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 2026 - 2031 CIP was adopted by the WMATA Board of Directors on April 10, 2025.

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 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
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	5,316,159	3,568,662	264,644	266,210	280,471	295,312	304,142	296,356	305,007	1,747,497	0
Total	5,316,159	3,568,662	264,644	266,210	280,471	295,312	304,142	296,356	305,007	1,747,497	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	2,055,893	1,368,992	102,600	102,500	107,105	111,848	116,734	121,766	126,949	686,901	0
Other	3,260,266	2,199,670	162,044	163,710	173,366	183,464	187,408	174,590	178,058	1,060,596	0

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:** The estimated cost allocation increased by \$274.7M due to the addition of FY 2031, adjustments in WMATA's annual subsidy request from Maryland and adjustments in FY 2026 - FY 2031 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 before advancing development solicitations for the Joint Development opportunities. This funding represents one way MDOT supports the Maryland State Plan's goals to advance transit-oriented development as an important tool in tackling the affordable housing shortage and leveraging infrastructure to bolster inclusive economic growth. In addition to Joint Development, the program consists of station area planning to address access and capacity needs around transit stations served by WMATA.

**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 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2028...	...2029...	...2030...	...2031...		
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	30,760	24,760	1,000	1,000	1,000	1,000	1,000	1,000	1,000	6,000	0
<b>Total</b>	<b>30,760</b>	<b>24,760</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>6,000</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	30,760	24,760	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 2025 - 30 CTP:** The total estimated cost allocation increased \$1.0M due to the addition of funding for FY 2031.



**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 to fund 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 prior purchase of long-term bonds issued by WMATA on behalf of the state to fund WMATA's 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 2026 - 2031. 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 2025 - 30 CTP:** The total estimated cost allocation increased by \$31.3M due to the addition of FY 2031 funding.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
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	479,102	291,377	31,246	31,257	31,269	31,278	31,292	31,307	31,322	187,724	0
<b>Total</b>	<b>479,102</b>	<b>291,377</b>	<b>31,246</b>	<b>31,257</b>	<b>31,269</b>	<b>31,278</b>	<b>31,292</b>	<b>31,307</b>	<b>31,322</b>	<b>187,724</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	479,102	291,377	31,246	31,257	31,269	31,278	31,292	31,307	31,322	187,724	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 provides \$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 ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
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	2,004,000	1,002,000	167,000	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0
<b>Total</b>	<b>2,004,000</b>	<b>1,002,000</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>167,000</b>	<b>1,002,000</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,670,000	835,000	0	0	167,000	167,000	167,000	167,000	167,000	835,000	0
Other	334,000	167,000	167,000	167,000	0	0	0	0	0	167,000	0

**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:** The total estimated cost allocation increased \$167.0M due to the addition of funding in FY 2031.