



**WASHINGTON METROPOLITAN AREA
TRANSIT AUTHORITY**

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

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	SIX - YEAR TOTAL
Major Construction Program	515.5	529.7	544.6	553.4	545.7	554.3	3,243.2
Local Funding	515.5	529.7	544.6	553.4	545.7	554.3	3,243.2
Major Development & Evaluation Program	-	-	-	-	-	-	-
Minor Program	-	-	-	-	-	-	-
Capital Salaries, Wages & Other Costs	-	-	-	-	-	-	-
	515.5	529.7	544.6	553.4	545.7	554.3	3,243.2
Special Funds	184.8	189.4	361.1	366.0	371.1	376.3	1,848.6
Federal Funds	-	-	-	-	-	-	-
Other Funds	330.7	340.4	183.5	187.4	174.6	178.1	1,394.6
TOTAL Funds Breakdown							
General Fund	-	-	167.0	167.0	167.0	167.0	668.0
Transportation Trust Fund	184.8	189.4	194.1	199.0	204.1	209.3	1,180.6
SPECIAL FUNDS TOTAL	184.8	189.4	361.1	366.0	371.1	376.3	1,848.6
Other Funds Breakdown							
GO Bonds	167.0	167.0	-	-	-	-	334.0
Other (Not GO Bonds)	163.7	173.4	183.5	187.4	174.6	178.1	1,060.6
OTHER FUNDS TOTAL	330.7	340.4	183.5	187.4	174.6	178.1	1,394.6

**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 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 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 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												
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE		
	COST (\$000)	THRU CLOSE YEAR	YEAR 2025	YEAR 2026	YEAR 2027	...2028...	...2029...	...2030...	...2031...	YEAR TOTAL	TO COMPLETE		
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		

9006

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												
	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	30,760	24,760	1,000	1,000	1,000	1,000	1,000	1,000	1,000	6,000	0		
Total	30,760	24,760	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	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:** 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 (expected to be reauthorized through FY 2031). 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, 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: FTA's dedicated funding allocation for WMATA in FY 2026 is \$150.0M. Maryland's share of matching funds is \$50.0M. Increases \$50M due to the addition of funding for FY 2031.

POTENTIAL FUNDING SOURCE:			<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER				
PHASE	TOTAL												
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE		
	COST (\$000)	THRU CLOSE YEAR	YEAR 2025	YEAR 2026	YEAR 2027	...2028...	...2029...	...2030...	...2031...	YEAR TOTAL	TO COMPLETE		
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	1,050,000	750,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0		
Total	1,050,000	750,000	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	1,011,500	711,500	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 2025 - 30 CTP: The total estimated cost increased \$50.0M 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.

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

9013

PAGE WMATA--4

**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	EXPENDED	PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE		
	COST (\$000)	THRU CLOSE YEAR	YEAR 2025	YEAR 2026	YEAR 2027	...2028...	...2029...	...2030...	...2031...	YEAR TOTAL	TO COMPLETE		
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		
Total	2,004,000	1,002,000	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	0	0	0	167,000	167,000	167,000	167,000	668,000	0		
Other	501,000	167,000	167,000	167,000	167,000	0	0	0	0	334,000	0		

9011 - FY26 & FY27 GO Bond

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

