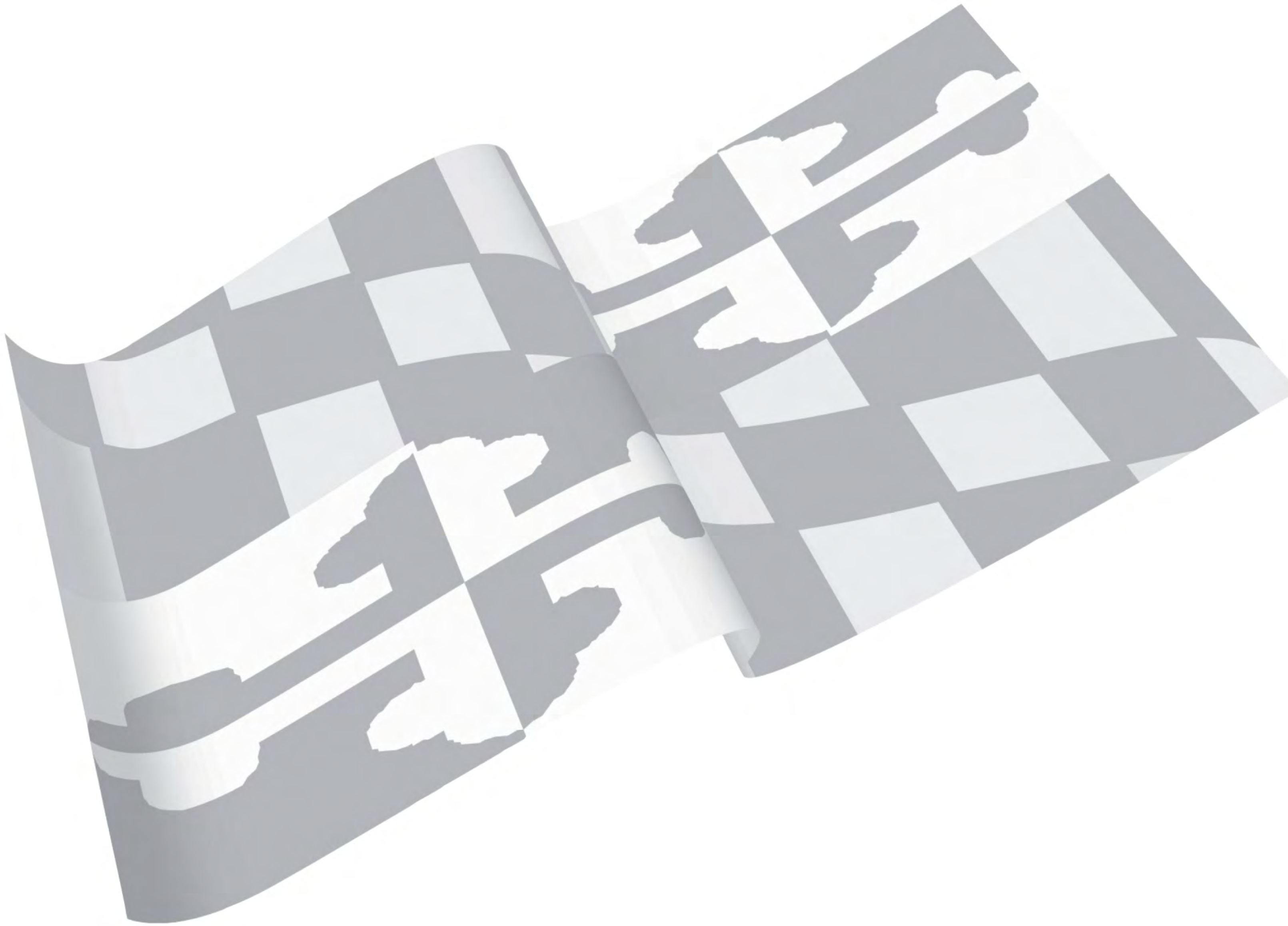

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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

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

	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	SIX - YEAR TOTAL
Major Construction Program	**530.5**	**567.7**	**543.3**	**545.6**	**554.3**	**562.2**	**3,303.6**
Local Funding	530.5	567.7	543.3	545.6	554.3	562.2	3,303.6
Major Development & Evaluation Program	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Minor Program	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Capital Salaries, Wages & Other Costs	**-**	**-**	**-**	**-**	**-**	**-**	**-**
TOTAL	**530.5**	**567.7**	**543.3**	**545.6**	**554.3**	**562.2**	**3,303.6**
Special Funds	187.8	359.5	364.3	369.3	374.5	379.8	2,035.1
Federal Funds	-	-	-	-	-	-	-
Other Funds	342.7	208.3	179.0	176.3	179.8	182.4	1,268.5
Special Funds Breakdown							
General Fund	-	167.0	167.0	167.0	167.0	167.0	835.0
Transportation Trust Fund	187.8	192.5	197.3	202.3	207.5	212.8	1,200.1
SPECIAL FUNDS TOTAL	**187.8**	**359.5**	**364.3**	**369.3**	**374.5**	**379.8**	**2,035.1**
Other Funds Breakdown							
GO Bonds	167.0	-	-	-	-	-	167.0
Other (Not GO Bonds)	175.7	208.3	179.0	176.3	179.8	182.4	1,101.5
OTHER FUNDS TOTAL	**342.7**	**208.3**	**179.0**	**176.3**	**179.8**	**182.4**	**1,268.5**

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 2027 - 2032 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 2027 - 2032 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: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet to Be Determined
[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

STATUS: The FY 2027 - 2032 CIP was adopted by the WMATA Board of Directors on April 23, 2026.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING — FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE 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	5,642,642	3,834,872	266,210	281,246	318,445	294,041	296,302	304,934	312,802	1,807,770	0
Total	**5,642,642**	**3,834,872**	**266,210**	**281,246**	**318,445**	**294,041**	**296,302**	**304,934**	**312,802**	**1,807,770**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	2,177,798	1,471,492	102,500	105,500	110,195	115,031	120,012	125,142	130,426	706,306	0
Other	3,464,844	2,363,380	163,710	175,746	208,250	179,010	176,290	179,792	182,376	1,101,464	0

9006

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: The estimated cost allocation increased by $326.5M due to the addition of FY 2032, adjustments in WMATA's annual subsidy request from Maryland and adjustments in FY 2027 - 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: [X] 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: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE 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	31,760	25,760	1,000	1,000	1,000	1,000	1,000	1,000	1,000	6,000	0
Total	**31,760**	**25,760**	**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	31,760	25,760	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

8011

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: The total estimated cost allocation increased $1.0M due to the addition of funding for FY 2032.

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 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: [X] Project Not Location Specific [ ] Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

STATUS: FTA's dedicated funding allocation for WMATA in FY 2027 is $150.0M. Maryland's share of matching funds is $50.0M. Increases $50M due to the addition of funding for FY 2032.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE 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	1,100,000	800,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0
Total	**1,100,000**	**800,000**	**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	1,061,500	761,500	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

9008

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: The total estimated cost increased $50.0M due to the addition of funding for FY 2032.

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: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet to Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

STATUS: Maryland's share of WMATA debt payment with programmed funding beginning in FY 2020 and continuing through FY 2027 - 2032. 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 2026 - 31 CTP: The total estimated cost allocation increased by $31.3M due to the addition of FY 2032 funding.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE 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	510,450	322,634	31,257	31,269	31,278	31,292	31,307	31,322	31,348	187,816	0
Total	**510,450**	**322,634**	**31,257**	**31,269**	**31,278**	**31,292**	**31,307**	**31,322**	**31,348**	**187,816**	**0**
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	510,450	322,634	31,257	31,269	31,278	31,292	31,307	31,322	31,348	187,816	0
Other	0	0	0	0	0	0	0	0	0	0	0

9013

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 2024), $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: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet to Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

STATUS: Maryland's share of the $500.0M annual dedicated funding to WMATA's CIP is $167.0M.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [X] FEDERAL [X] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PLANNING FOR PLANNING PURPOSES ONLY ...2029...	...2030...	...2031...	...2032...	SIX YEAR TOTAL	BALANCE 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	2,171,000	1,169,000	167,000	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0
Total	**2,171,000**	**1,169,000**	**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	1,670,000	835,000	0	0	167,000	167,000	167,000	167,000	167,000	835,000	0
Other	501,000	334,000	167,000	167,000	0	0	0	0	0	167,000	0

9011 - FY27 GO Bond

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: The total estimated cost allocation increased $167.0M due to the addition of funding in FY 2032.