

| <b>BASE – CONSERVATIVE GROWTH SCENARIO **</b> |                       |                      |                      |                      |                      |                      |
|---|-----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
|   | FY 2017               | FY 2018              | FY 2019              | FY 2020              | FY 2021              | FY 2022              |
| DASH  | \$3,900,000           | \$3,900,000          | \$4,050,000          | \$4,050,000          | \$2,700,000          | \$3,375,000          |
| DASH Other                                    | \$1,262,000           | \$250,000            | \$800,000            | \$1,300,000          | \$1,600,000          | \$400,000            |
| High Capacity Transit                         | \$22,340,000          | \$32,100,000         | \$32,500,000         | \$210,000            | \$0                  | \$2,100,000          |
| Passenger Facilities                          | \$271,500,000         | \$940,000            | \$0                  | \$0                  | \$600,000            | \$0                  |
| WMATA   | \$7,700,000           | \$7,500,000.00       | \$14,300,000         | \$13,900,000         | \$15,900,000         | \$11,500,000         |
| <b>Total</b>                                  | <b>\$306,702,000</b>  | <b>\$44,690,000</b>  | <b>\$51,650,000</b>  | <b>\$19,460,000</b>  | <b>\$20,800,000</b>  | <b>\$17,375,000</b>  |
| <b>MODERATE SCENARIO* *</b>                   |                       |                      |                      |                      |                      |                      |
| DASH  | \$6,600,000           | \$3,900,000          | \$4,050,000          | \$4,050,000          | \$2,700,000          | \$3,375,000          |
| DASH Other                                    | \$1,262,000           | \$250,000            | \$800,000            | \$1,300,000          | \$1,600,000          | \$400,000            |
| High Capacity Transit                         | \$22,340,000          | \$32,100,000         | \$32,500,000         | \$210,000            | \$0                  | \$2,100,000          |
| Passenger Facilities                          | \$271,500,000         | \$940,000            | \$0                  | \$0                  | \$600,000            | \$0                  |
| WMATA   | \$7,700,000           | \$7,500,000          | \$14,300,000         | \$13,900,000         | \$15,900,000         | \$11,500,000         |
| <b>Total</b>                                  | <b>\$309,402,000</b>  | <b>\$44,690,000</b>  | <b>\$51,650,000</b>  | <b>\$19,460,000</b>  | <b>\$20,800,000</b>  | <b>\$17,375,000</b>  |
| <b>UNCONSTRAINED SCENARIO**</b>               |                       |                      |                      |                      |                      |                      |
| DASH  | \$ 6,600,000          | \$ 9,750,000         | \$ 7,950,000         | \$ 6,000,000         | \$ 13,750,000        | \$ 7,275,000         |
| DASH Other                                    | \$ 1,262,000          | \$ 250,000           | \$ 800,000           | \$ 1,300,000         | \$ 1,600,000         | \$ 400,000           |
| High Capacity Transit                         | \$ 22,340,000         | \$ 32,100,000        | \$ 32,500,000        | \$ 210,000           | \$ -                 | \$ 2,100,000         |
| Passenger Facilities                          | \$ 271,500,000        | \$ 940,000           | \$ -                 | \$ -                 | \$ 600,000           | \$ -                 |
| WMATA   | \$ 7,700,000          | \$ 7,500,000         | \$ 14,300,000        | \$ 13,900,000        | \$ 15,900,000        | \$ 11,500,000        |
| <b>Total</b>                                  | <b>\$ 309,402,000</b> | <b>\$ 50,540,000</b> | <b>\$ 55,550,000</b> | <b>\$ 21,410,000</b> | <b>\$ 31,850,000</b> | <b>\$ 21,275,000</b> |

*\*The Transit Development Plan was developed prior to the proposed FY 2017 CIP, and therefore all scenarios are consistent with the FY 2016 CIP*

*\*\*Capital changes are not proposed for DOT or Trolley*