

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

# Capital Improvement Program Progress Report



Fiscal Year 2021 Quarter 1

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## **Metro's Capital Improvement Program**

Metro's FY2021-FY2026 Capital Improvement Program (CIP) totals \$9.7 billion with funding from the federal government, state and local contributions, and other sources. Metro's FY2021 capital budget, as approved by the Board of Directors on April 2, 2020, is \$1.8 billion.

The six-year CIP is focused on safety, state of good repair, and system preservation requirements identified in the Capital Needs Forecast (CNF). The plan also includes targeted investments to drive operating efficiency and improvements that will support service reliability, sustainability, and customer experience.

Metro's capital program is grouped into six major Investment Categories: Railcar, Rail Systems, Track & Structures Rehabilitation, Stations & Passenger Facilities, Bus & Paratransit, and Business Support.

## **Reporting Requirements**

The Capital Funding Agreement (CFA) and each of the Dedicated Funding (DF) agreements require Metro to report quarterly on progress in use of funding for capital investments. This Capital Improvement Progress report provides information consistent with the requirements of those agreements.

This report includes a narrative summary of capital investment highlights through the most recent quarter and financial tables detailing capital expenditures, jurisdictional contributions, fund sources aligned to capital projects, changes to the current year capital budget, the status of projects and programs, and recent capital procurement awards. As this is an interim progress report, all figures are preliminary and subject to change.

## **Capital Funding Agreement**

The CFA between WMATA, the District of Columbia, the Commonwealth of Maryland, Arlington County, Virginia, Fairfax County, Virginia, and the Cities of Alexandria, Falls Church, and Fairfax, Virginia establishes the terms and conditions for the receipt, use, and reporting of jurisdictional capital contributions made to support the WMATA Capital Program. Most recently, it was extended, effective July 1, 2020, for WMATA's Fiscal Year 2021.

## **Dedicated Funding Agreements**

In 2018, the Commonwealth of Virginia, the State of Maryland, and the District of Columbia approved a combined \$500 million in new dedicated capital funding for the Washington Metropolitan Area Transit Authority (Metro) to restore its assets to a state of good repair and improve the safety and reliability of the Metro system. Over the past year, Metro has negotiated and signed individual DF agreements with Virginia (May 1, 2019), Maryland (September 26, 2019), and the District of Columbia (February 14, 2020).

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# CAPITAL IMPROVEMENT PROGRAM

## Metro invested \$417 million in the Capital Improvement Program through Q1 of FY2021.

In Q1, Metro continued its aggressive rehabilitation program to improve safety and state of good repair. Low system ridership due to Covid-19 enabled Metro to continue shutdowns and accelerate critical maintenance and reliability projects. Work completed includes Yellow Line bridge repairs, tunnel cable installation, standpipe replacement, tunnel grouting, edge lighting replacement, and track and ATC maintenance. Phase 2 of the Platform Rehabilitation Program capitalized on lessons learned from previous shutdowns, with affected stations reopening on or ahead of schedule. Additionally, Platform-level lighting upgrades were also made to the final stations, concluding an initiative to retrofit all 48 underground Metrorail stations one year ahead of schedule.

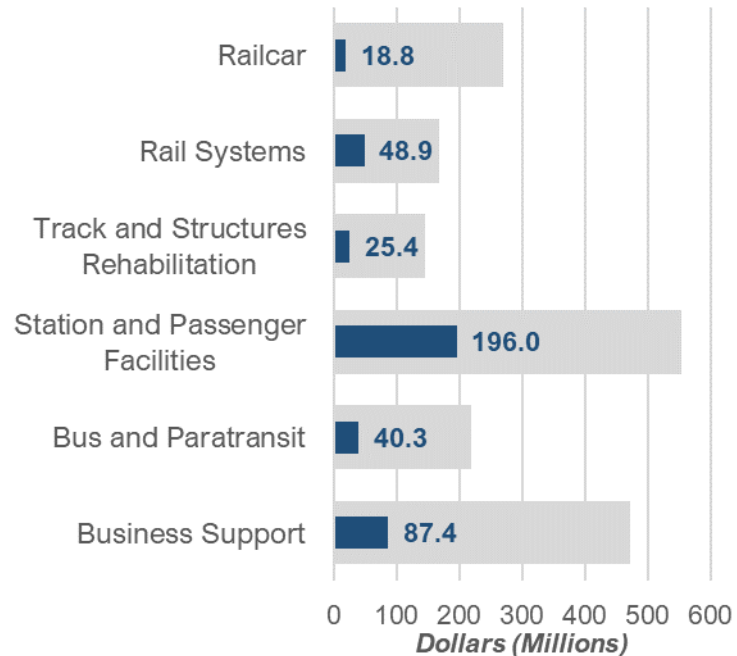
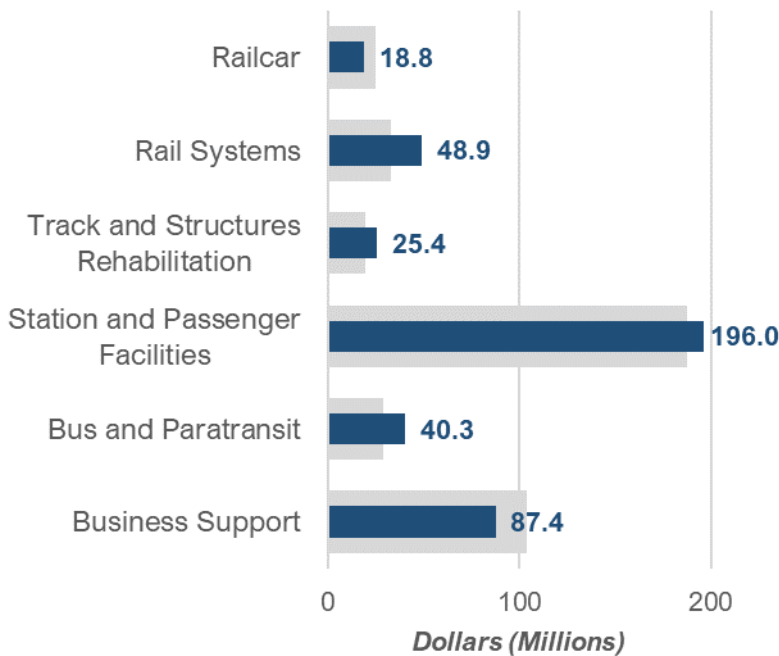
In September Metro deferred approximately \$30 million of FY2021 capital projects that will not have an impact of safety or state of good repair efforts. While these projects are necessary and need to be advanced during the six-year period, the risks of near-term deferral are minimal. Deferrals include:

- Replacement Data Center – Delay IT equipment acquisition
- ERP System Replacement – Defer project initiation
- Station Modernization – Defer installation of some digital screens
- MTPD District III Substation – Delay construction
- Future Station Improvement Projects – Defer planning and development

The FY2021 capital budget forecast as of the end of Q1 (September 2020) totals between \$1.813 and \$2.028 billion. This forecast reflects Metro’s best estimate as of the first quarter. The current approved FY2021 budget is \$1.832 billion. Management intends to recommend an FY2021 Capital Budget Amendment later this fiscal year. This amendment will not increase Jurisdictional Contributions.

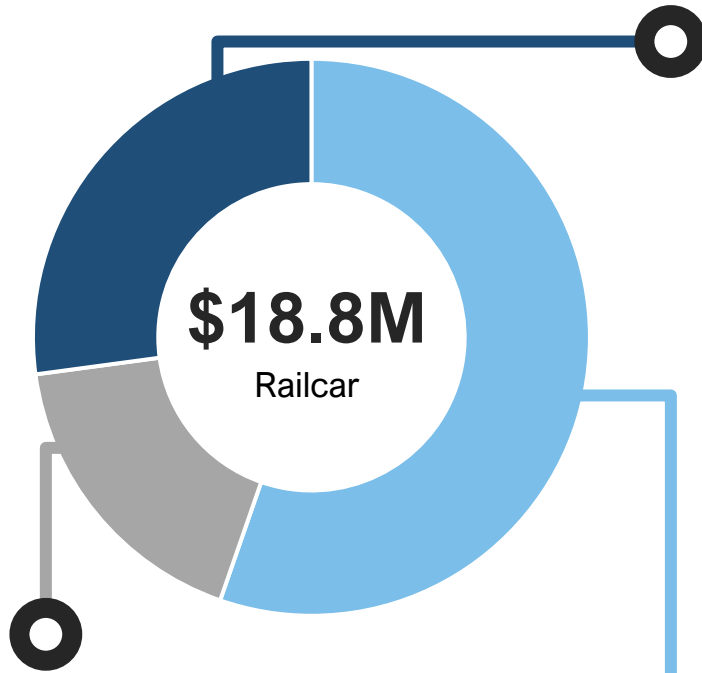
Figures presented in this report are preliminary and unaudited.

■ Q1 Baseline Projection ■ Q1 Actual Investment ■ FY2021 Current Budget ■ Q1 Actual Investment



# RAILCAR INVESTMENTS

Through Q1 of FY2021, Metro invested \$18.8 million in Railcar.



## Acquisition – \$5.1M

In Q1, Metro continued procurement activities for the 8000 Series railcar program. It is anticipated that Metro will award the contract later this fiscal year. The 8000 Series will replace the 2000/3000-Series railcars at the end of their useful life.

Metro continues to work with the manufacturer and sub-contractors on various outstanding 7000 Series modifications for software upgrades, railcar door wiring, cybersecurity enhancements, reduction of power consumption, and training for railcar maintenance, as well as simulators for training.

The superior reliability of the 7000-Series railcars has resulted in fewer rail disruptions and offloads. Metro’s Performance Report includes specific data on Mean Distance Between Delay (MDBD) for the fleet.

## Maintenance Facilities – \$3.3M

The fabrication and installation of non-metallic handrails for the Alexandria Rail Yard Service and Inspection (S/I) Shop continued and is expected to be completed in Q2 of FY2021. The installation is designed to improve worker safety.

Metro has awarded a pre-construction contract for the Railcar Heavy Repair and Overhaul Facility (HRO) and issued a Notice to Proceed for design work and surveying (Phase 1). This LEED certified facility will consolidate all railcar overhaul functions into one facility and will support railcar fleet safety and state of good repair.

## Maintenance/Overhaul – \$10.4M

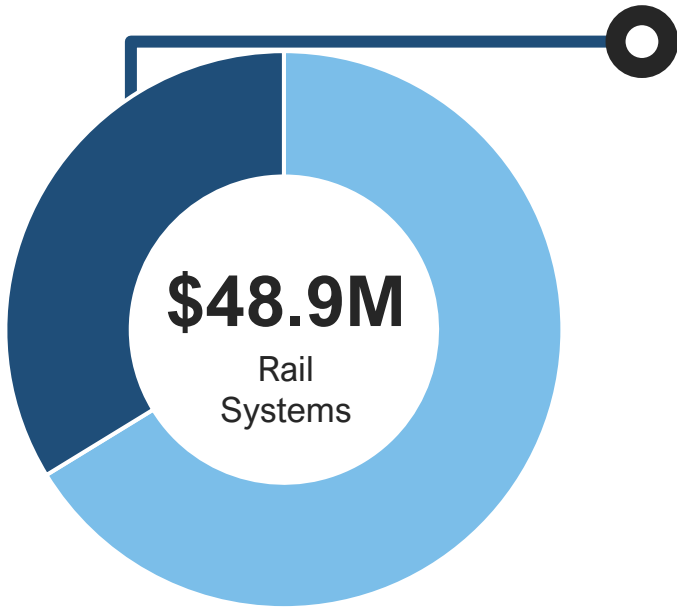
Metro’s Railcar Rehabilitation Program supports the Scheduled Maintenance Service (SMS) of railcars. Specific deliverables include addressing 3000-Series air compressors, HVAC conversions, truck assemblies, and other components; as well as 6000-Series truck assemblies. In Q1, 18 2000/3000-Series and 22 6000-Series railcars were rehabilitated. Planning for the 7000-Series railcar rehabilitation is ongoing and is expected to begin in FY2022.

Railcar Series	FY2021 Plan	FYTD Progress
2000/3000	90	18
6000	94	22

Metro’s performance target for railcar availability is 98%, which makes ongoing rail fleet preventative maintenance critical. Additional information on rail service is available in Metro’s Performance Report.

# RAIL SYSTEMS INVESTMENTS

Through Q1 of FY2021, Metro invested \$48.9 million in Rail Systems.



## Signals & Communications – \$16.5M

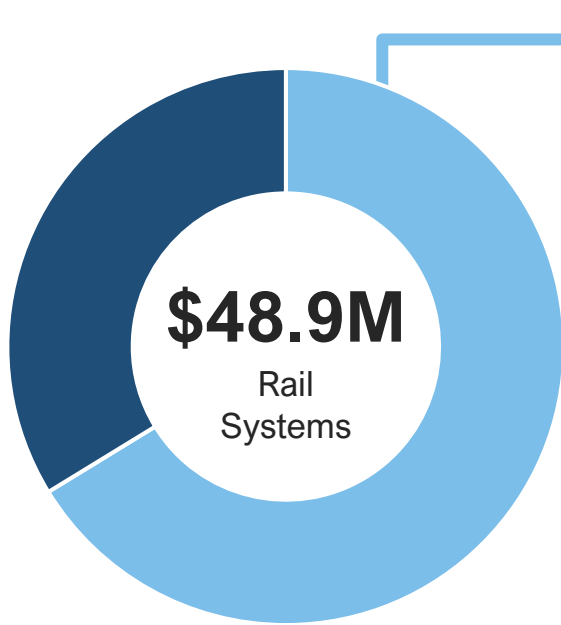
In Q1, Metro continued to install fiber cable as part of the Radio Infrastructure Replacement project. The expected completion of cable installation on the Red Line north of Dupont Circle is Q2 of FY2021. Once cellular carriers initiate wireless service on the Red Line, the Yellow Line from L’Enfant Plaza to the Potomac River portal and the one-mile Silver Line tunnel in Tysons in FY2021, all 100 miles of Metrorail tunnel track will have cellular and data service available for riders to talk, text, and stream. This project also enhances safety - in the event of an emergency, customers and employees can communicate more easily with first responders while underground.

Metro continued to fabricate the Alexandria Yard train control bungalows, install and test power supplies at various locations, and conduct training for the new Switch Machine power supplies replacements as part of the Automatic Train Control (ATC) SOGR Program. ATC equipment provides train position, communication between the train and wayside, and automatic control of train speed and spacing of trains.



Asset	FY2021 Plan	FYTD Progress	Completion Percentage
SGR Switch Replacement – Mainline	22	0	0%
SGR Switch Replacement – Brentwood Yard	18	3	17%

# RAIL SYSTEMS INVESTMENTS (CONTINUED)



## Propulsion – \$32.4M

In Q1, Metro completed installation of Tie Breaker Station equipment at West Hyattsville and continued work at College Park, Silver Spring and Fort Totten. Installation of Traction Power Substation (TPSS) equipment at Pentagon City continued and the transformer installation at the Cameron Run TPSS was completed. Construction also began on the TPSS at Van Dorn. These actions to improve rail power infrastructure will allow Metro to increase the number of 8-Car trains that it can run on the system.

Metro is advancing the second large-scale TPSS and Tie Breaker Station equipment supply and installment contract, and completed transformer installs at Forest Glen, Twinbrook, Rockville, Naylor Road and Shady Grove TPSS in Q1. Transformer installs began at five additional locations and Metro received equipment for the Wheaton, Suitland and New Carrollton Yard TPSS. Metro released an RFP for the replacement and relocation of the Rosslyn cable tray in Q1.

Construction continues on AC Switchgear replacements at Silver Spring, Gallery Place and Deanwood, and was initiated at Farragut West in Q1. Replacement at East Falls Church and Vienna are expected to be complete in Q2 of FY2021. A contract award is being prepared for AC Switchgear replacement at nine additional locations and a medium voltage switchgear replacement at one location next quarter. Uninterruptable Power Supply (UPS) replacement construction was initiated at Southern Ave. and Cleveland Park.

Asset	FY2021 Plan	FYTD Progress	Completion Percentage
Cable Replacements (LF)	27,000	11,440	42%
Cable Additions (LF)	8,000	5,274	66%
Cable Meggering	2,200	409	19%
Uninterruptable Power Supply Replacement	21	7	33%

# TRACK & STRUCTURES REHABILITATION INVESTMENTS

## Through Q1 of FY2021, Metro invested \$25.4 million in Track & Structures Rehabilitation.

The Track and Structures Rehabilitation Program supports a safe and reliable rail system through comprehensive inspection, maintenance and rehabilitation that enhances the condition of the tracks, guideways, and structures.

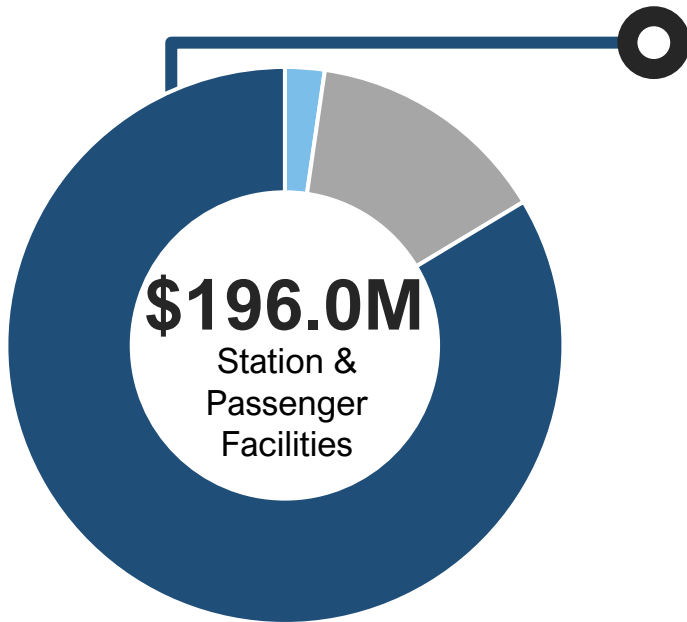
Asset	FY2021 Plan	FYTD Progress	Completion Percentage
Concrete Restoration (SF)	5,000	0	0%
Crossties Replaced	5,865	460	8%
Deck Joint Replacement (LF)	1,000	225	23%
Direct Fixation Fasteners Replaced	31,320	353	1%
Drain Rodding (LF)	140,000	0	0%
Grout Pad Rehabilitation (LF)	18,525	1,988	11%
Joint Elimination	700	216	31%
Leak Mitigation	1,050	142	14%
Running Rail Renewal (MI)	7.8	3.6	46%
Third Rail Insulator Replacement	7,000	382	5%
Third Rail Rehabilitation (MI)	1	0	0%
Track Bed Cleaning (LF)	900,000	60,044	7%
Track Signage Replaced	2,500	40	2%
Track Stabilization (LF)	200	0	0%
Track Tamping (MI)	30	1.6	5%
Turnouts Rehabilitated	12	0	0%

In Q1, Metro received the final three (out of six) swing loaders as part of the Track Maintenance Equipment Program. Metro will proceed to take delivery of down and under prime movers, a drain cleaner, dual rail e-clip installers and ride-on plate inserters throughout FY2021.



# STATIONS & PASSENGER FACILITIES INVESTMENTS

Through Q1 of FY2021, Metro invested \$196.0 million in Stations & Passenger Facilities.



## Platform & Structures – \$163.9M

The Platform Rehabilitation Program addresses rehabilitation of station platform structures, tiles, and granite edges, as well as 36 other station systems including information displays, lighting, signage, recycling bins, bathrooms, drainage pumps, and public address, security and fire systems.

In Q1, major construction for Phase 2 of the Platform Rehabilitation Program was completed at East Falls Church, West Falls Church, Dunn Loring, and Vienna stations. These stations have returned to revenue service after a three-month shutdown from May through September.

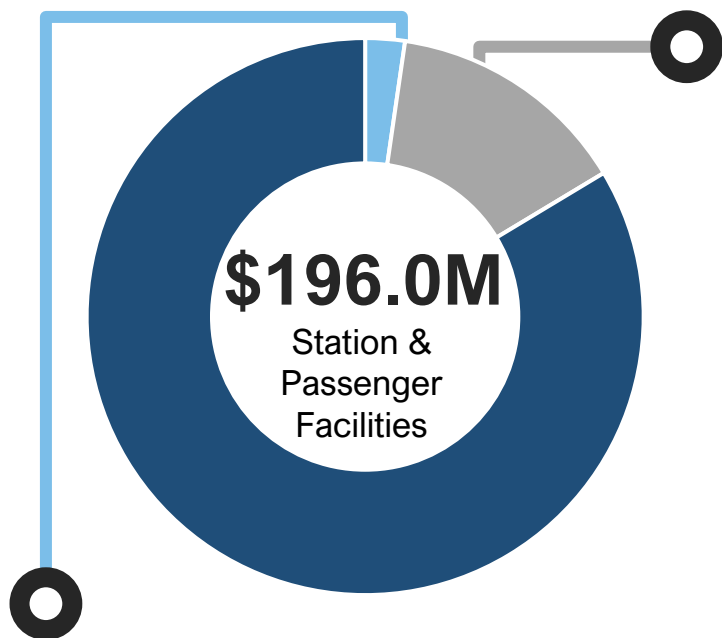
Additionally, platform reconstruction work for the Reagan National Airport station commenced in Q1 and is anticipated to be completed in Q2 of FY2021. Work is focused on the reconstruction of the platform structures, installation of non-slip paver tiles, and rehabilitation of granite edging only. The station has three tracks, enabling the station to remain open for revenue service as work advances.

Bids for the Platform Rehabilitation Phase 3 contract were solicited in Q1. Phase 3 will close four Green Line stations (West Hyattsville, Prince George's Plaza, College Park, and Greenbelt) for platform replacement and station renovation. Contract award is anticipated in Q2 of FY2021.

In Q1, Metro continued installing the Dupont Circle north entrance canopy as well as new stairs at the Judiciary Square south entrance.



# STATIONS & PASSENGER FACILITIES INVESTMENTS (CONTINUED)



## Station Systems – \$27.6M

In Q1, Metro launched its mobile SmarTrip application on Apple devices, with Android devices expected to receive the app later in FY2021. The new app gives customers enhanced payment and account capabilities while reducing touch points and contact with Metro employees.

Metro continued testing the new faregates that will be deployed throughout the system as part of the Fare Collection Modernization Program. Station pilot testing is anticipated to occur in Q2 of FY2021 with installations beginning in early FY2022. This program improves faregate functionality thereby limiting fare evasion.

The Station Lighting Improvements Program upgrades lighting at platforms, station mezzanines, and around Metro stations and properties to provide enhanced illumination and safety for customers and reduce energy use. In Q1, Metro completed platform-level lighting upgrades at Gallery Place and Anacostia, marking the completion of the effort to equip all 48 underground stations with new platform LED lighting. This effort was completed one year ahead of schedule and will result in an earlier realization in energy savings. Station ceiling LED downlighting was installed at Pentagon City, Union Station, Gallery Place and Judiciary Square in Q1, with eight additional locations to be completed in FY2021. Parking lot and walkway lighting improvements will also be addressed.

## Vertical Transportation – \$4.5M

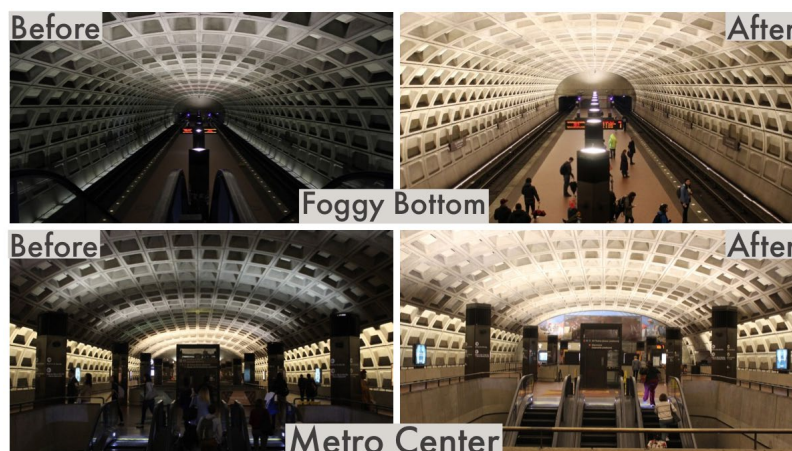
In FY2021, Metro plans to rehabilitate 14 elevators and 24 escalators across the system.

Three escalators are currently being rehabilitated, one at Fort Totten and two at Dupont Circle. Metro is taking advantage of low ridership by accelerating the replacement of three escalators at the Huntington station south entrance. Anticipated completion is Q3 of FY2021.

Metro is currently reviewing bids for a six-year initiative to replace 127 escalators. A Notice to Proceed, is anticipated to be issued later this fiscal year.

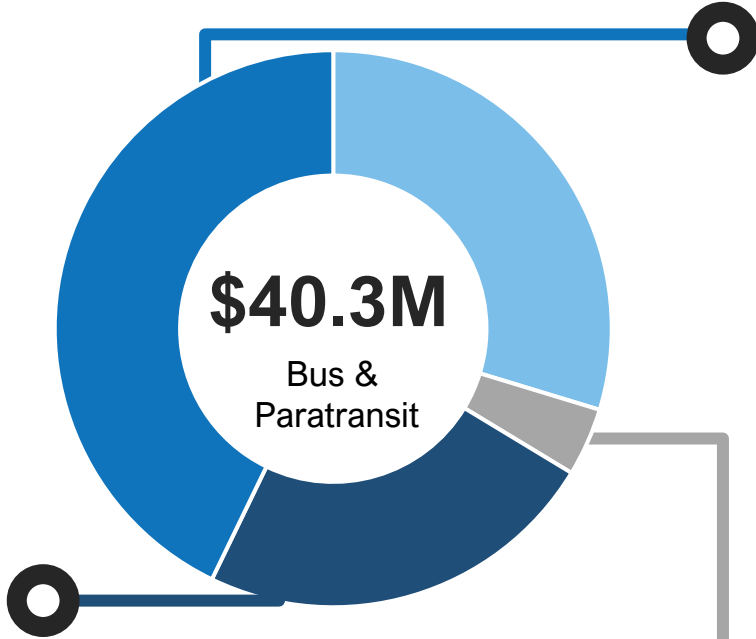
Rehabilitation work on three elevators is underway (one unit at Vienna and two units at Friendship Heights).

Metro's Performance Report includes elevator and escalator availability data in comparison with performance targets.



# BUS & PARATRANSIT INVESTMENTS

Through Q1 of FY2021, Metro invested \$40.3 million in Bus & Paratransit.



## Bus & Paratransit Acquisition – \$17.3M

In Q1, 12 40-foot CNG buses and eight 60-foot clean diesel buses were delivered. These new buses enable Metro to maintain the bus fleet in a state of good repair and achieve emissions reductions and fuel savings as they replace buses that have reached the end of their useful life.

Bus Type	FY2021 Planned Deliveries	FYTD Progress
Clean Diesel 40-ft.	100	0
Clean Diesel 60-ft.	39	8
CNG 40-ft.	12	12

The delivery of 175 hybrid sedans for Paratransit service is anticipated by the end of FY2021. The new vehicles will be more fuel efficient than existing vans.

## Bus Maintenance Facilities – \$9.5M

In Q1, pre-construction activities began on the Bladensburg bus maintenance and operations facility. Construction continued on an off-site bus parking lot which will allow demolition of the existing Bladensburg Bus Garage Facility to proceed. Metro plans to increase the size of the site by approximately one acre to incorporate a LEED certified garage designed for up to 300 buses, separate entrances for buses and employee vehicles, and on-site employee parking.

Pre-construction activities also continued in preparation for demolition and construction at the Northern Bus Garage Facility. The new LEED certified facility will include an underground parking level, a maintenance and operations level and a rooftop parking deck. The facility will accommodate up to 150 buses.

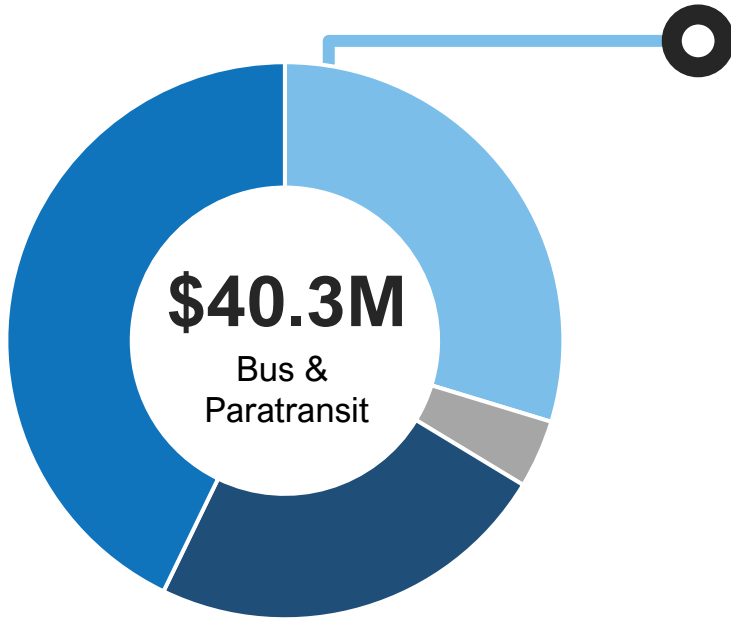
## Bus Passenger Facilities – \$1.6M

Metro installed 30 new Customer Information Electronic Display Signs (CIEDS) and re-installed five signs at Metrobus stops in Q1 to show real-time bus arrivals.

Activity	FY2021 Plan	FYTD Progress
CIEDS Installed	135	30

In Q1, the contract for the rehabilitation of the bus terminals at Chevy Chase, Calvert St. and Colorado Ave was awarded and a Notice to Proceed was issued. Construction is scheduled to begin in Q2 of FY2021.

# BUS & PARATRANSIT INVESTMENTS (CONTINUED)



## Bus Maintenance & Overhaul – \$12.0M

Metro’s bus maintenance and overhaul investments are focused on maintaining the reliability and safe operating condition of equipment as well as achieving the maximum useful life of the assets.

In Q1, 19 buses were rehabilitated, which included the rebuilding of engine assemblies, transmissions and fare boxes. Twenty-six Energy Storing Systems (ESS) were replaced. Covid-19 impacts delayed progress for several assets listed below.

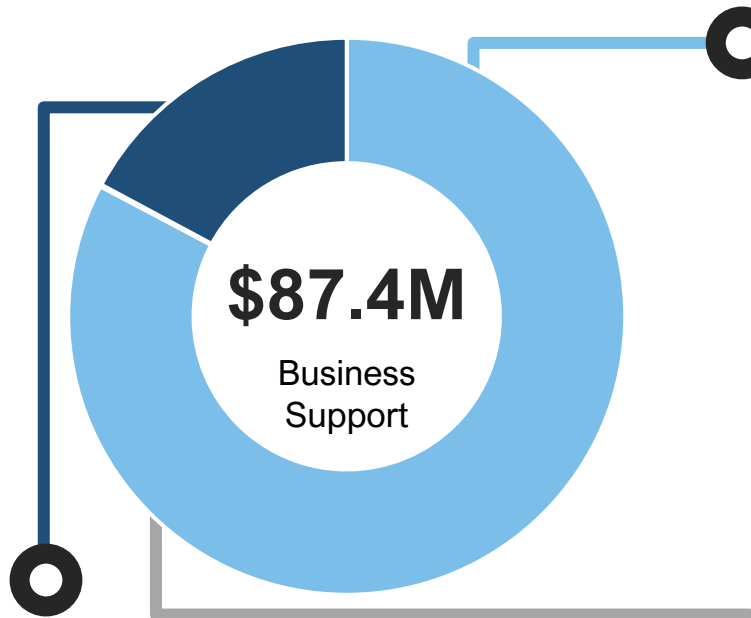
These investments are critical to meeting Metro’s Mean Distance Between Failure (MDBF) target for the bus fleet and providing customers with reliable service. Metro’s Performance Report includes specific MDBF data for the bus fleet.

Asset	FY2021 Plan	FYTD Progress	Completion Percentage
Bus Rehabilitations	100	19	19%
Energy Storage Systems	100	26	26%
Ultracapacitors	77	18	23%
Engine Assemblies	125	25	20%
Transmission Assemblies	150	29	19%
Fare Boxes	232	54	23%



# BUSINESS SUPPORT INVESTMENTS

Through Q1 of FY2021, Metro invested \$87.4 million in Business Support.



## Support Equipment & Services – \$72.3M

In Q1, Metro completed pre-construction activities at the DC office building and has begun erecting the structure for a new curtain wall and the addition of three floors. Building foundation pre-construction work is ongoing at the VA office building location. Pre-construction and mobilization at the Maryland office location is expected in Q2 of FY2021 when the building permit is anticipated to be issued.

The DC office building is anticipated to be completed in FY2022, and the VA and MD office buildings in FY2023. The Office Consolidation Strategy will enable Metro to downsize from ten current office buildings throughout the region to four, which will reduce operating expenses and improve operations. The facilities are being designed to meet LEED certification standards.



In Q1, Metro completed the rehabilitation of the roof at the Western Bus Maintenance Facility and continued work at the Glenmont Train Wash Facility and the Shady Grove S&I Shop. Metro plans to rehabilitate a total of 18 roofs in FY2021.

Finally, Metro awarded a contract for the New Hampshire Ave. Chiller Water Treatment Facility and advanced the replacement of the Underground Storage Tank at the Alexandria Railyard in Q1.

## Information Technology – \$15.0M

Metro's IT investments improve internal operations and the customer experience. In Q1, Metro completed the installation of 55-inch LCD Passenger Information Display Systems (PIDS) and Bus Prediction Signs at the four Orange Line stations closed for the Platform Rehabilitation. The Rail Operations Support Software Program is focused on ensuring real time train information is accurate and available to customers.

As part of the office consolidation initiative, Metro is constructing a new data center to replace the existing center at the Jackson Graham Building. The end of life and maintenance assessment were completed for the Jackson Graham Building and the Carmen Turner Facility. A study of the latest available technology will be performed as part of an analysis to determine what technology should be adopted during the office consolidation. An RFP is being developed and is expected to be released by the end of FY2021

## Metro Transit Police Department (MTPD) – \$0.1M

# REAL ESTATE UPDATE

Metro's Office of Real Estate and Parking proactively manages Metro's real estate and parking assets to maximize transit access, stimulate economic development, and generate non-fare revenue and transit ridership through transit-oriented development.

## Joint Development

New Carrollton: Completion of the Phase 1B multi-family building is expected in 2021. Phase 2 of the project has commenced design and includes the new Metro Maryland office building, a multi-family building, and a new commuter garage to replace surface parking spaces. Construction of the new multi-family building is expected to begin in Q3 of FY2021. Construction of the new parking garage is expected to begin in Q4 of FY2021.

West Hyattsville (West): The sale of a five acre property closed in September 2020. Per the Joint Development Agreement, the site will be developed into approximately 200 housing units with new pedestrian connections to the Metro station and assembled with an adjacent development that includes 685 housing units, 10,000 square feet of retail and a 50,000 square foot medical office building.



Site plan for Riverfront to be assembled with Metro parcel

## Dispositions

In Q1, Metro disposed of excess properties that generated \$3.35 million in revenue to be applied to Metro's capital program. These properties consisted of 5708 Vine Street in Alexandria, VA and property adjacent to the Anacostia parking garage.

## Acquisitions

Railcar Heavy Repair & Overhaul Facility: Three properties required for a new railcar HRO in Landover, Maryland were acquired through condemnation in Q1. Condemnation proceedings are currently underway through the US Department of Justice.

Bladensburg Bus Facility: Purchase offers for three properties required for the redevelopment of the Bladensburg Bus Facility were rejected by the owners. As a result, in September 2020, Metro received FTA concurrence to condemn the properties; US Department of Justice condemnation proceedings will begin in Q2 of FY2021.

# TABLE 1: CAPITAL PROGRAM FORECAST AND CASH EXPENDITURES BY FUND SOURCE

Dollar amounts are in millions. Numbers may not sum due to rounding.

CIP	PROJECT NAME	FY2021 CURRENT BUDGET	FY2021 FORECAST RANGE	FORMULA <sup>3</sup>	RSI (FORMERLY PRIIA) <sup>3</sup>	OTHER FEDERAL <sup>3</sup>	SYSTEM PERF./ DEBT/OTHER	DISTRICT OF COLUMBIA DED. FUND.	STATE OF MARYLAND DED. FUND.	COMMONWEALTH OF VIRGINIA - NONRESTRICTED DED. FUND.	COMMONWEALTH OF VIRGINIA - RESTRICTED DED. FUND.	NET ACCRUALS <sup>1</sup>	FY2021 Q1 ACTUALS <sup>2,5</sup>	YTD % BUDGET EXPENDED
CIP0059	8000 Series Railcars Procurement	73.2	47.7 - 64.0	-	-	-	1.2	0.0	0.0	0.0	0.0	0.1	1.4	2%
CIP0256	7000 Series Railcars Procurement	44.8	39.8 - 39.8	-	3.4	0.1	-	-	-	-	-	0.2	3.7	8%
CRB0019	19 Dulles Railcars Phase 1	-	10.9 - 10.9	-	-	-	-	-	-	-	-	(0.0)	(0.0)	
CRB0020	01 Dulles Railcars Phase 2	-	2.0 - 2.0	-	-	-	16.7	-	-	-	-	(1.3)	15.5	
<b>Railcar Acquisition</b>		<b>118.0</b>	<b>100.3 - 116.7</b>	<b>-</b>	<b>3.4</b>	<b>0.1</b>	<b>18.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>(1.0)</b>	<b>20.5</b>	<b>17%</b>
CIP0063	Railcar Rehabilitation Program	64.5	59.5 - 65.5	-	9.7	-	-	0.1	0.1	0.1	0.0	(0.0)	10.1	16%
CIP0067	Railcar Safety & Reliability Improvements	2.4	3.8 - 3.8	-	-	-	-	0.2	0.2	0.1	0.0	(0.0)	0.5	19%
CIP0142	Railcar Preventive Maintenance	59.0	59.0 - 59.0	3.1	-	-	-	-	-	-	-	-	3.1	5%
<b>Railcar Maintenance/Overhaul</b>		<b>125.9</b>	<b>122.2 - 128.2</b>	<b>3.1</b>	<b>9.7</b>	<b>-</b>	<b>-</b>	<b>0.3</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>(0.1)</b>	<b>13.7</b>	<b>11%</b>
CIP0145	Station and Yard Security Upgrades	10.8	9.5 - 9.7	-	-	-	0.6	0.7	0.7	0.5	0.1	(0.2)	2.5	23%
CIP0204	Railcar Rooftop Access Platforms	-	4.1 - 4.1	-	-	-	-	(0.6)	(0.6)	(0.4)	(0.1)	0.0	(1.7)	
CIP0231	Good Luck Road Facility Construction	-	2.5 - 2.5	-	-	-	0.3	0.1	0.0	0.0	0.0	(0.0)	0.4	
CIP0225	Railcar Heavy Repair and Overhaul Facility	10.0	10.0 - 10.0	0.0	-	-	0.7	0.3	0.3	0.2	0.0	(0.2)	1.3	13%
CIP0279	Rail Equipment Replacement	1.3	0.2 - 0.2	-	-	-	-	-	-	-	-	-	-	0%
CIP0283	Rail Maintenance Facility SGR Program	1.8	3.0 - 4.0	-	-	-	-	0.1	0.1	0.1	0.0	(0.4)	(0.1)	
CIP0284	Yard Facility Rehabilitation Phase II	1.7	1.8 - 1.8	-	-	-	0.1	0.2	0.1	0.1	0.0	0.3	0.8	46%
CIP8005	D&E Rail Yard Improvements	1.0	0.8 - 0.8	-	-	-	0.0	0.0	0.0	0.0	0.0	(0.0)	0.0	3%
<b>Railcar Maintenance Facilities</b>		<b>26.6</b>	<b>31.8 - 33.0</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>1.8</b>	<b>0.7</b>	<b>0.7</b>	<b>0.5</b>	<b>0.1</b>	<b>(0.7)</b>	<b>3.2</b>	<b>12%</b>
<b>Railcar Investments</b>		<b>270.4</b>	<b>254.4 - 277.9</b>	<b>3.2</b>	<b>13.1</b>	<b>0.1</b>	<b>19.8</b>	<b>1.1</b>	<b>1.0</b>	<b>0.8</b>	<b>0.2</b>	<b>(1.7)</b>	<b>37.4</b>	<b>14%</b>
CIP0076	Rail Power Infrastructure Upgrades	17.5	45.8 - 48.8	-	-	-	10.5	1.7	1.6	1.3	0.2	2.0	17.4	99%
CIP0252	Alternating Current (AC) Power Systems SOGR	19.5	27.5 - 29.5	4.4	-	-	0.1	0.3	0.3	0.2	0.0	(1.0)	4.5	23%
CIP0253	Traction Power SOGR	38.5	33.9 - 37.9	8.1	-	-	0.1	0.5	0.5	0.4	0.1	0.7	10.4	27%
CIP0286	Portable Traction Power Substation	0.7	0.6 - 0.6	-	-	-	-	-	-	-	-	-	-	0%
CIP8007	D&E Power Improvements	-	0.1 - 0.1	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.1	
<b>Propulsion</b>		<b>76.2</b>	<b>107.8 - 116.8</b>	<b>12.6</b>	<b>-</b>	<b>-</b>	<b>10.8</b>	<b>2.6</b>	<b>2.5</b>	<b>1.9</b>	<b>0.4</b>	<b>1.7</b>	<b>32.4</b>	<b>43%</b>
CIP0133	Wayside Warning System	-	0.6 - 0.6	-	-	-	-	0.0	0.0	0.0	0.0	(0.0)	0.0	
CIP0136	Radio Infrastructure Replacement	60.5	66.8 - 76.8	2.9	3.0	-	5.2	0.2	0.2	0.2	0.0	(5.9)	5.8	10%
CIP0139	National Transportation Safety Board Recommendations	4.6	1.6 - 1.6	-	0.6	-	0.2	-	-	-	-	0.0	0.8	17%
CIP0251	Automatic Train Control State of Good Repair	25.9	34.1 - 45.1	-	5.8	-	0.8	0.9	0.8	0.6	0.1	0.8	9.9	38%
CIP0257	ETS Infrastructure	-	0.2 - 0.2	-	-	-	-	0.0	0.0	0.0	0.0	(0.0)	0.1	
CIP0260	Track Inspector Location	0.5	0.0 - 0.0	-	-	-	(0.0)	0.0	0.0	0.0	0.0	-	0.0	0%
CIP0350	RTU Reliability Project	0.5	0.4 - 0.4	-	-	-	-	-	-	-	-	-	-	0%
CIP8009	D&E ATC & Communications Improvements	0.5	0.5 - 0.5	-	-	-	0.2	-	-	-	-	(0.1)	0.1	14%
<b>Signals &amp; Communications</b>		<b>92.6</b>	<b>104.1 - 125.1</b>	<b>2.9</b>	<b>9.4</b>	<b>-</b>	<b>6.2</b>	<b>1.2</b>	<b>1.1</b>	<b>0.8</b>	<b>0.2</b>	<b>(5.2)</b>	<b>16.6</b>	<b>18%</b>
<b>Rail Systems Investments</b>		<b>168.8</b>	<b>212.0 - 242.0</b>	<b>15.5</b>	<b>9.4</b>	<b>-</b>	<b>17.0</b>	<b>3.8</b>	<b>3.5</b>	<b>2.7</b>	<b>0.5</b>	<b>(3.5)</b>	<b>49.0</b>	<b>29%</b>

# TABLE 1: CAPITAL PROGRAM FORECAST AND CASH EXPENDITURES BY FUND SOURCE (CONTINUED)

Dollar amounts are in millions. Numbers may not sum due to rounding.

CIP	PROJECT NAME	FY2021 CURRENT BUDGET	FY2021 FORECAST RANGE	FORMULA <sup>3</sup>	RSI (FORMERLY PRIIA) <sup>3</sup>	OTHER FEDERAL <sup>3</sup>	SYSTEM PERF./ DEBT/OTHER	DISTRICT OF COLUMBIA DED. FUND.	STATE OF MARYLAND DED. FUND.	COMMONWEALTH OF VIRGINIA - NONRESTRICTED DED. FUND.	COMMONWEALTH OF VIRGINIA - RESTRICTED DED. FUND.	NET ACCRUALS <sup>1</sup>	FY2021 Q1 ACTUALS <sup>2,5</sup>	YTD % BUDGET EXPENDED
CIP0024	Track Rehabilitation	95.1	102.4 - 105.4	11.7	-	-	0.3	2.8	2.6	2.0	0.4	(0.3)	19.4	20%
CIP0025	Track Maintenance Equipment	3.9	8.2 - 8.2	-	-	-	-	0.5	0.5	0.4	0.1	(0.3)	1.1	29%
CIP0065	Track Geometry Vehicle	-	1.0 - 1.0	-	-	-	-	-	-	-	-	-	-	-
CIP0246	General Engineering	2.5	4.9 - 5.9	-	-	-	-	0.5	0.5	0.4	0.1	(0.3)	1.1	42%
CIP0247	Emergency Construction and Emergent Needs	3.5	1.8 - 1.8	-	-	-	-	0.3	0.3	0.2	0.0	(0.6)	0.2	6%
CIP0261	Tunnel Lighting	0.3	3.0 - 4.0	-	-	-	0.1	0.0	0.0	0.0	0.0	0.3	0.6	185%
CIP8011	D&E Fixed Rail Improvments	1.2	1.7 - 1.7	-	-	-	0.2	-	-	-	-	(0.1)	0.1	8%
<b>Fixed Rail</b>		<b>106.4</b>	<b>123.1 - 128.1</b>	<b>11.7</b>	<b>-</b>	<b>-</b>	<b>0.6</b>	<b>4.1</b>	<b>3.8</b>	<b>2.9</b>	<b>0.6</b>	<b>(1.2)</b>	<b>22.4</b>	<b>21%</b>
CIP0022	Track Structural Rehabilitation	-	0.1 - 0.1	-	-	-	-	0.0	0.0	0.0	0.0	(0.1)	0.1	-
CIP0262	Tunnel Water Leak Mitigation	1.4	3.6 - 7.1	-	-	-	-	0.3	0.3	0.2	0.0	(0.0)	0.8	59%
CIP0291	Tunnel Ventilation	11.6	9.5 - 10.5	-	-	-	1.2	0.4	0.4	0.3	0.1	(1.2)	1.3	11%
CIP0294	Bridge Rehabilitation	10.6	3.3 - 3.3	-	-	-	0.4	0.0	0.0	0.0	0.0	(0.2)	0.2	2%
CIP8013	D&E Track Structures Improvements	4.0	1.8 - 2.8	-	-	-	1.7	0.0	0.0	0.0	0.0	(1.0)	0.6	16%
CRB0134	Wheaton Parking Improvements	-	0.8 - 0.8	-	-	-	0.2	-	-	-	-	(0.1)	0.1	-
CIP0348	Minnesota Avenue Aerial Rehabilitation	6.0	2.1 - 2.1	-	-	-	-	-	-	-	-	-	-	0%
CIP0349	Grosvenor Bridge Rehabilitation	6.5	1.6 - 1.6	-	-	-	-	-	-	-	-	-	-	0%
<b>Structures</b>		<b>40.0</b>	<b>22.9 - 28.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3.4</b>	<b>0.7</b>	<b>0.7</b>	<b>0.5</b>	<b>0.1</b>	<b>(2.6)</b>	<b>2.9</b>	<b>7%</b>
<b>Track and Structures Rehabilitation Investments</b>		<b>146.5</b>	<b>145.9 - 156.4</b>	<b>11.7</b>	<b>-</b>	<b>-</b>	<b>4.0</b>	<b>4.8</b>	<b>4.5</b>	<b>3.5</b>	<b>0.7</b>	<b>(3.8)</b>	<b>25.3</b>	<b>17%</b>
CIP0035	Bicycle & Pedestrian Facilities Improvements	0.5	1.4 - 1.4	-	-	-	-	0.1	0.1	0.1	0.0	(0.1)	0.2	39%
CIP0087	Station Rehabilitation Program	19.8	12.8 - 12.8	-	-	-	0.3	0.5	0.5	0.4	0.1	0.1	1.8	9%
CIP0088	Station Entrance Canopies	7.3	7.6 - 7.6	0.9	-	-	-	0.0	0.0	0.0	0.0	0.6	1.5	21%
CIP0152	Parking Garage and Lot Rehabilitation	11.8	11.6 - 14.6	1.4	-	-	0.6	0.1	0.1	0.1	0.0	0.1	2.5	21%
CIP0218	Station Upgrades	0.4	1.3 - 1.3	-	-	-	-	0.2	0.2	0.1	0.0	(0.2)	0.4	88%
CIP0271	Metrorail Station Emergency Gates Replacement	0.5	0.1 - 0.1	-	-	-	-	0.1	0.1	0.0	0.0	(0.1)	0.1	10%
CIP0274	Grosvenor Parking Garage Joint Development	1.5	7.9 - 7.9	-	-	-	3.4	0.0	0.0	0.0	0.0	(0.0)	3.4	229%
CIP0297	Union Station Improvements	-	1.3 - 1.3	-	-	-	-	-	-	-	-	-	-	-
CIP0302	Huntington Parking Garage	-	0.5 - 0.5	-	-	-	0.0	0.0	0.0	0.0	0.0	(0.0)	0.0	-
CIP0306	Station Platform Rehabilitation - Phase 1	-	2.5 - 2.5	-	0.1	-	3.7	-	-	-	-	(3.9)	(0.1)	-
CIP0307	Station Platform Rehabilitation - Phase 2	210.0	172.4 - 172.4	-	60.8	-	60.1	-	-	-	-	(5.0)	116.0	55%
CIP0308	Station Platform Rehabilitation - Phase 3	83.5	153.8 - 173.8	-	-	-	0.3	-	-	-	-	(0.0)	0.3	0%
CIP0310	Platform Rehab Phase 4	-	0.0 - 0.0	-	-	-	-	-	-	-	-	-	-	-
CIP0345	Shady Grove Stairway	-	1.2 - 1.2	-	-	-	-	0.0	0.0	0.0	0.0	0.1	0.2	-
CIP0352	Station Platform Canopies	-	2.2 - 4.2	-	-	-	-	-	-	-	-	-	-	-
CRB0013	New Potomac Yard Metrorail Station	59.0	59.4 - 79.4	-	-	-	10.1	-	-	-	-	10.6	20.8	35%
CRB0019	Silver Line Phase 1	7.8	0.0 - 0.0	-	-	-	-	-	-	-	-	-	-	0%
CRB0020	Silver Line Phase 2 Preliminary Engineering	18.8	30.0 - 37.5	-	-	-	-	-	-	-	-	-	-	0%
CRB0127	Purple Line	0.1	4.4 - 4.4	-	-	-	0.6	-	-	-	-	0.3	0.8	923%
CRB0133	Union Station Entrance Improvements	1.7	0.0 - 0.0	-	-	-	-	-	-	-	-	-	-	0%
CIP8015	D&E Platform & Structures Improvements	2.3	0.8 - 0.8	-	-	-	0.4	0.1	0.1	0.1	0.0	(0.1)	0.6	26%
<b>Platforms &amp; Structures</b>		<b>425.0</b>	<b>471.1 - 523.6</b>	<b>2.3</b>	<b>60.9</b>	<b>-</b>	<b>81.1</b>	<b>1.3</b>	<b>1.2</b>	<b>0.9</b>	<b>0.2</b>	<b>0.6</b>	<b>148.5</b>	<b>35%</b>





# TABLE 1: CAPITAL PROGRAM FORECAST AND CASH EXPENDITURES BY FUND SOURCE (CONTINUED)

Dollar amounts are in millions. Numbers may not sum due to rounding.

CIP	PROJECT NAME	FY2021 CURRENT BUDGET	FY2021 FORECAST RANGE	FORMULA <sup>3</sup>	RSI (FORMERLY PRIIA) <sup>3</sup>	OTHER FEDERAL <sup>3</sup>	SYSTEM PERF./ DEBT/OTHER	DISTRICT OF COLUMBIA DED. FUND.	STATE OF MARYLAND DED. FUND.	COMMONWEALTH OF VIRGINIA - NONRESTRICTED DED. FUND.	COMMONWEALTH OF VIRGINIA - RESTRICTED DED. FUND.	NET ACCRUALS <sup>1</sup>	FY2021 Q1 ACTUALS <sup>2,5</sup>	YTD % BUDGET EXPENDED
CIP0072	Elevator Rehabilitation Program	9.0	9.0 - 9.0	-	0.9	-	-	-	-	-	-	(0.3)	0.7	8%
CIP0073	Escalator Rehabilitation	17.4	14.0 - 17.5	0.0	0.2	-	-	-	-	-	-	(0.0)	0.2	1%
CIP0132	Escalator and Elevator Overhaul	6.0	6.0 - 6.0	-	-	-	-	0.9	0.8	0.6	0.1	(0.0)	2.5	41%
CIP0185	Escalator Replacement	22.0	10.0 - 10.0	0.0	0.9	-	-	-	-	-	-	0.2	1.1	5%
CIP8017	D&E Vertical Transportation	0.2	0.0 - 0.0	-	-	-	-	-	-	-	-	-	-	0%
<b>Vertical Transportation</b>		<b>54.5</b>	<b>39.0 - 42.5</b>	<b>0.0</b>	<b>2.1</b>	<b>-</b>	<b>-</b>	<b>0.9</b>	<b>0.8</b>	<b>0.6</b>	<b>0.1</b>	<b>(0.1)</b>	<b>4.5</b>	<b>8%</b>
CIP0074	Parking Access and Collection Equipment Maintenance	-	0.6 - 0.6	-	-	-	-	0.1	0.1	0.1	0.0	0.0	0.2	
CIP0150	Non-Revenue Facility Fire Systems	-	3.0 - 3.0	-	-	-	-	0.2	0.2	0.1	0.0	(0.0)	0.5	
CIP0151	Station Cooling Systems Upgrade	11.6	7.2 - 7.2	1.6	-	-	0.0	0.2	0.2	0.1	0.0	(1.5)	0.6	5%
CIP0219	Station Lighting Improvements	22.9	23.0 - 23.0	5.9	-	-	0.9	0.1	0.1	0.1	0.0	2.3	9.3	40%
CIP0241	Raising Vent Shafts	2.4	0.9 - 0.9	-	-	0.1	-	0.1	0.1	0.1	0.0	0.0	0.4	16%
CIP0242	Improving Drainage	5.3	9.7 - 9.7	-	-	2.5	-	0.1	0.1	0.1	0.0	(1.0)	1.8	34%
CIP0255	Fare Collection Modernization Program	22.4	49.0 - 59.0	-	-	-	3.3	2.3	2.1	1.6	0.3	0.3	10.0	45%
CIP0258	Fire Alarm System Upgrade	1.0	3.5 - 3.5	-	0.1	-	-	0.2	0.2	0.2	0.0	0.0	0.8	81%
CIP0341	Standpipe Replacement Program	6.8	6.8 - 8.8	-	-	-	2.7	0.9	0.9	0.7	0.1	(1.5)	3.9	58%
CIP8019	D&E Station Systems	3.0	1.5 - 1.5	-	-	-	-	-	-	-	-	-	-	0%
<b>Station Systems</b>		<b>75.3</b>	<b>105.2 - 117.2</b>	<b>7.6</b>	<b>0.1</b>	<b>2.6</b>	<b>6.9</b>	<b>4.2</b>	<b>3.9</b>	<b>3.0</b>	<b>0.6</b>	<b>(1.3)</b>	<b>27.5</b>	<b>37%</b>
<b>Stations and Passenger Facilities Investments</b>		<b>554.8</b>	<b>615.4 - 683.4</b>	<b>9.9</b>	<b>63.1</b>	<b>2.6</b>	<b>88.0</b>	<b>6.4</b>	<b>5.9</b>	<b>4.6</b>	<b>0.9</b>	<b>(0.9)</b>	<b>180.5</b>	<b>33%</b>
CIP0006	Bus Acquisition Program	74.0	88.0 - 90.0	17.0	-	-	0.0	-	-	-	-	(0.0)	17.0	23%
CIP0015	MetroAccess Fleet Acquisition Program	12.0	8.9 - 8.9	0.3	-	-	-	-	-	-	-	(0.0)	0.3	2%
CIP8021	D&E Bus & Paratransit	1.9	0.3 - 3.0	-	-	-	0.0	-	-	-	-	0.0	0.0	2%
<b>Bus and Paratransit Acquisition</b>		<b>87.9</b>	<b>97.2 - 101.9</b>	<b>17.2</b>	<b>-</b>	<b>-</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0</b>	<b>17.3</b>	<b>20%</b>
CIP0002	Metrobus Onboard Equipment and Software Replacement	2.0	2.0 - 2.0	-	-	-	-	0.3	0.3	0.2	0.0	(0.4)	0.4	20%
CIP0004	Bus Repair Equipment	3.0	3.0 - 3.0	-	-	-	-	0.0	0.0	0.0	0.0	(0.0)	0.1	3%
CIP0005	Bus Rehabilitation Program	69.9	59.0 - 64.0	8.4	-	-	2.3	-	-	-	-	0.7	11.5	16%
CIP0143	Bus Preventive Maintenance Program	1.0	31.0 - 31.0	1.0	-	-	-	-	-	-	-	-	1.0	96%
CIP0007	Metrobus Closed-Circuit Television (CCTV) Replacement Program	9.0	6.0 - 6.0	-	-	-	-	0.0	0.0	0.0	0.0	(0.0)	(0.0)	0%
CIP8023	D&E Bus Maint./Overhaul	-	0.1 - 0.1	-	-	-	0.0	-	-	-	-	-	0.0	
<b>Bus Maintenance/Overhaul</b>		<b>84.9</b>	<b>71.0 - 76.0</b>	<b>9.4</b>	<b>-</b>	<b>-</b>	<b>2.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.3</b>	<b>13.0</b>	<b>15%</b>
CIP0084	Southern Avenue Bus Garage Replacement	-	0.6 - 0.6	-	-	-	-	0.0	0.0	0.0	0.0	-	0.0	
CIP0085	Royal Street Bus Garage Replacement (Cinder Bed Road)	-	0.0 - 0.0	-	-	-	0.0	0.0	0.0	0.0	0.0	(0.0)	0.0	
CIP0311	Bus Garage Replacement - Blandensburg	7.5	7.5 - 7.5	0.6	-	-	0.8	0.0	0.0	0.0	0.0	3.2	4.6	62%
CIP0312	4 Mile Run Service Line Rehabilitation	1.5	0.7 - 0.7	-	-	-	-	-	-	-	-	-	-	0%
CIP0315	Bus Garage Replacement - Northern	8.5	11.4 - 11.4	2.2	-	-	0.0	0.2	0.2	0.2	0.0	1.9	4.7	56%
CIP0319	Bus Maintenance Facility SOGR	1.1	0.5 - 1.4	-	-	-	0.0	-	-	-	-	-	0.0	2%
CIP8025	D&E Bus Maintenance Facilities	0.8	0.2 - 0.8	-	-	-	0.1	0.0	0.0	0.0	0.0	(0.0)	0.1	9%
<b>Bus Maintenance Facilities</b>		<b>22.5</b>	<b>24.1 - 25.5</b>	<b>2.8</b>	<b>-</b>	<b>-</b>	<b>0.9</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>5.1</b>	<b>9.5</b>	<b>42%</b>
CIP0220	Metrobus Planning Program	1.3	1.3 - 1.3	-	-	-	-	0.1	0.1	0.1	0.0	(0.2)	0.1	7%
CIP0221	Bus Customer Facility Improvements	5.2	3.5 - 6.5	-	-	-	0.1	0.5	0.4	0.3	0.1	(0.2)	1.2	23%
CIP0254	Traffic Signal Prioritization	1.5	1.8 - 2.3	-	-	-	-	0.1	0.1	0.0	0.0	(0.0)	0.2	10%
CIP0266	Chevy Chase Bus Loop	1.4	1.3 - 1.3	-	-	-	-	0.0	0.0	0.0	0.0	0.0	0.1	5%
CIP0275	New Carrolton Garage and Bus Bays	14.2	1.3 - 1.3	-	-	-	0.0	0.0	0.0	0.0	0.0	(0.0)	0.0	0%



# TABLE 1: CAPITAL PROGRAM FORECAST AND CASH EXPENDITURES BY FUND SOURCE (CONTINUED)

Dollar amounts are in millions. Numbers may not sum due to rounding.

CIP	PROJECT NAME	FY2021 CURRENT BUDGET	FY2021 FORECAST RANGE	FORMULA <sup>3</sup>	RSI (FORMERLY PRIIA) <sup>3</sup>	OTHER FEDERAL <sup>3</sup>	SYSTEM PERF./ DEBT/OTHER	DISTRICT OF COLUMBIA DED. FUND.	STATE OF MARYLAND DED. FUND.	COMMONWEALTH OF VIRGINIA - NONRESTRICTED DED. FUND.	COMMONWEALTH OF VIRGINIA - RESTRICTED DED. FUND.	NET ACCRUALS <sup>1</sup>	FY2021 Q1 ACTUALS <sup>2,5</sup>	YTD % BUDGET EXPENDED
CIP0322	Bus Passenger Facilities Systems Future	0.5	0.5 - 0.5	-	-	-	-	-	-	-	-	-	-	0%
CIP0326	Metrobus CAD/AVL Mobile App	1.1	0.7 - 0.7	-	-	-	-	-	-	-	-	-	-	0%
CRB0012	King Street Station Bus Loop	-	0.1 - 0.1	-	-	-	0.0	-	-	-	-	(0.0)	0.0	-
CIP8027	D&E Bus Passenger Facilities/Systems	-	0.1 - 0.1	-	-	-	0.0	-	-	-	-	(0.0)	0.0	-
<b>Bus Passenger Facilities/Systems</b>		<b>25.0</b>	<b>10.5 - 14.0</b>	-	-	-	0.1	0.7	0.6	0.5	0.1	(0.4)	<b>1.5</b>	<b>6%</b>
<b>Bus and Paratransit Investments</b>		<b>220.3</b>	<b>202.8 - 217.5</b>	<b>29.4</b>	-	-	<b>3.4</b>	<b>1.2</b>	<b>1.1</b>	<b>0.9</b>	<b>0.2</b>	<b>5.0</b>	<b>41.3</b>	<b>19%</b>
CIP0042	Bus & Rail Asset Management Software	0.5	0.5 - 0.5	-	-	-	0.0	-	-	-	-	0.0	0.0	2%
CIP0043	Bus Operations Support Software	5.5	3.6 - 3.6	-	-	-	0.0	0.0	0.0	0.0	0.0	(0.0)	0.0	0%
CIP0049	Management Support Software	0.8	1.5 - 1.5	-	-	-	0.8	0.3	0.3	0.2	0.0	(0.2)	1.4	170%
CIP0052	Network and Communications	-	1.7 - 1.7	-	-	-	0.1	0.0	0.0	0.0	0.0	(0.0)	0.0	-
CIP0054	Customer Electronic Communications & Outreach	-	2.0 - 2.0	-	-	-	0.0	0.1	0.1	0.1	0.0	0.0	0.4	-
CIP0056	Rail Operations Support Software	7.7	3.7 - 3.7	-	-	-	-	0.2	0.2	0.2	0.0	0.2	0.9	11%
CIP0259	Timekeeping Fix - Kronos	5.0	8.2 - 8.2	-	-	-	-	0.6	0.6	0.4	0.1	(0.0)	1.7	33%
CIP0269	Enterprise Asset Mgmt Systems	0.8	1.1 - 1.1	-	-	-	-	0.1	0.1	0.1	0.0	(2.4)	(2.1)	-
CIP0330	Data Centers Move and Construction	36.1	3.2 - 13.2	-	-	-	0.3	0.0	0.0	0.0	0.0	0.4	0.7	2%
CIP0331	PeopleSoft Upgrade	6.6	2.0 - 2.0	-	-	-	-	0.1	0.1	0.1	0.0	0.1	0.4	6%
CIP0332	Fiber Installation (TPSS/TCR to COMM Room)	0.5	0.3 - 0.3	-	-	-	-	0.3	0.2	0.2	0.0	(0.5)	0.2	37%
CIP0342	IT Hardware Replacement Program	18.3	16.4 - 16.4	-	-	-	-	0.6	0.6	0.5	0.1	0.2	2.0	11%
CIP0343	Operating and Maintenance Applications	28.1	31.1 - 31.1	-	-	-	0.1	2.2	2.1	1.6	0.3	0.4	6.6	24%
CIP0344	IT Program Management and Quality Assurance	1.9	1.4 - 1.4	-	-	-	0.4	-	-	-	-	(0.0)	0.4	21%
CIP8029	D&E IT	2.8	3.5 - 3.5	-	-	-	0.9	-	-	-	-	0.2	1.1	39%
<b>IT</b>		<b>114.4</b>	<b>80.3 - 90.3</b>	-	-	-	<b>3.4</b>	<b>4.8</b>	<b>4.5</b>	<b>3.4</b>	<b>0.7</b>	<b>(1.8)</b>	<b>15.0</b>	<b>13%</b>
CIP102	Metro Transit Police Departement (MTPD) District III Substation Construction	2.0	0.5 - 0.5	-	-	-	0.0	0.0	0.0	0.0	0.0	(0.0)	0.0	2%
CIP106	Special Operations Division Facility	-	0.2 - 0.2	-	-	-	0.2	0.0	0.0	0.0	0.0	(0.1)	0.1	-
CIP0127	Support Equipment - MTPD	1.0	0.8 - 1.2	-	-	-	-	-	-	-	-	-	-	0%
CIP8031	D&E MTPD	-	0.0 - 0.6	-	-	-	-	-	-	-	-	-	-	-
CIP8032	Future MTPD Projects	1.7	0.0 - 0.0	-	-	-	-	-	-	-	-	-	-	0%
<b>MTPD</b>		<b>4.7</b>	<b>1.5 - 2.5</b>	-	-	-	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>(0.1)</b>	<b>0.1</b>	<b>3%</b>
CIP0009	Service Vehicle Replacement Program	6.5	6.9 - 11.9	-	-	-	-	0.2	0.2	0.2	0.0	0.1	0.7	11%
CIP0010	Environmental Compliance Project	6.2	7.0 - 7.0	-	-	-	-	0.2	0.2	0.1	0.0	0.4	0.9	15%
CIP0029	Warehouse Vertical Store Unit	1.8	1.7 - 1.7	-	-	-	-	-	-	-	-	-	-	0%
CIP0030	Currency Processing Machines	-	0.1 - 0.1	-	-	-	-	-	-	-	-	-	-	-
CIP0033	Revenue Facility Equipment	-	0.4 - 0.4	-	-	-	-	-	-	-	-	-	-	-
CIP0034	Revenue Collection Facility	2.5	0.8 - 0.8	-	-	-	0.0	0.1	0.1	0.1	0.0	(0.4)	(0.1)	-
CIP0036	Procurement Program Support	1.1	1.6 - 1.6	-	-	-	0.4	-	-	-	-	(0.0)	0.4	33%
CIP0039	Core & System Development Program	5.0	1.3 - 1.3	-	-	-	0.2	-	-	-	-	(0.0)	0.2	4%
CIP0099	Joint Development	-	0.3 - 0.3	-	-	-	0.2	-	-	-	-	(0.1)	0.1	-
CIP0101	INCP Capital Management	-	1.0 - 1.0	-	-	-	0.1	-	-	-	-	-	0.1	-
CIP0131	Capital Program Financing	1.0	1.7 - 1.7	-	-	-	0.3	0.0	0.0	0.0	0.0	-	0.4	41%
CIP0170	Roof Rehabilitation and Replacement	9.3	11.9 - 11.9	2.0	-	-	0.1	0.1	0.1	0.1	0.0	(1.2)	1.1	12%

# TABLE 1: CAPITAL PROGRAM FORECAST AND CASH EXPENDITURES BY FUND SOURCE (CONTINUED)

Dollar amounts are in millions. Numbers may not sum due to rounding.

CIP	PROJECT NAME	FY2021 CURRENT BUDGET	FY2021 FORECAST RANGE	FORMULA <sup>3</sup>	RSI (FORMERLY PRIIA) <sup>3</sup>	OTHER FEDERAL <sup>3</sup>	SYSTEM PERF./ DEBT/OTHER	DISTRICT OF COLUMBIA DED. FUND.	STATE OF MARYLAND DED. FUND.	COMMONWEALTH OF VIRGINIA - NONRESTRICTED DED. FUND.	COMMONWEALTH OF VIRGINIA - RESTRICTED DED. FUND.	NET ACCRUALS <sup>1</sup>	FY2021 Q1 ACTUALS <sup>2,5</sup>	YTD % BUDGET EXPENDED
CIP0210	Track Pollution Prevention	0.5	0.0 - 0.0	-	-	-	0.0	-	-	-	-	-	0.0	0%
CIP0211	Stormwater Facility Assessment	0.9	0.0 - 0.0	-	-	-	-	-	-	-	-	-	-	0%
CIP0212	Environmental Sustainability Lab	1.0	1.2 - 1.2	-	-	-	-	0.1	0.1	0.1	0.0	(0.1)	0.1	14%
CIP0213	Capital Program Development Support	9.9	11.6 - 11.6	-	-	-	3.6	-	-	-	-	(0.0)	3.6	36%
CIP0224	IT Capital Management	-	0.0 - 0.0	-	-	-	-	0.0	0.0	0.0	0.0	(0.0)	(0.0)	
CIP0270	Capital Delivery Program Support	19.7	22.8 - 22.8	-	-	-	5.3	0.0	0.0	0.0	0.0	1.0	6.2	32%
CIP0272	Station Commercialization Project	10.0	0.9 - 0.9	-	-	-	1.9	0.4	0.4	0.3	0.1	(2.4)	0.6	6%
CIP0273	Facility Improvements	5.8	8.6 - 8.6	-	-	-	-	0.9	0.9	0.7	0.1	0.4	3.1	53%
CIP0276	Station Commercialization Plan	-	0.2 - 0.2	-	-	-	0.1	-	-	-	-	(0.0)	0.0	
CIP0277	Supply Chain Modernization	4.0	1.0 - 1.0	-	-	-	-	-	-	-	-	-	-	0%
CIP0324	Capital Program Financial Support	3.1	3.2 - 3.2	-	-	-	0.0	0.3	0.3	0.2	0.0	0.1	1.0	31%
CIP0335	Headquarters - District of Columbia	62.0	72.1 - 91.1	-	-	-	15.1	0.0	0.0	0.0	0.0	17.3	32.5	52%
CIP0336	Energy Management Upgrades	0.2	0.4 - 0.4	-	-	-	0.1	-	-	-	-	(0.0)	0.0	19%
CIP0337	Headquarters - Virginia	84.9	47.6 - 62.6	-	-	-	4.6	-	-	-	-	2.1	6.8	8%
CIP0338	Headquarters - Maryland	108.3	50.5 - 68.5	-	-	-	4.3	-	-	-	-	7.8	12.1	11%
CIP0339	First Responders Signs Updates	0.5	0.0 - 0.0	-	-	-	-	-	-	-	-	-	-	0%
CIP0340	Administrative Facility Rehabilitation Program	0.5	0.0 - 0.0	-	-	-	-	-	-	-	-	-	-	0%
CIP0347	Accounting Capital Program Support	0.8	1.1 - 1.1	-	-	-	0.2	-	-	-	-	(0.0)	0.2	30%
CRB0005	Project Development Program - DC	1.0	0.2 - 0.2	-	-	-	0.1	-	-	-	-	(0.0)	0.1	11%
CRB0009	Project Development Program - MD	1.0	0.2 - 0.2	-	-	-	0.1	-	-	-	-	(0.0)	0.1	10%
CRB0018	Project Development Program - VA	1.6	0.8 - 0.8	-	-	-	0.0	-	-	-	-	(0.0)	0.0	3%
CIP8033	D&E Support Equipment/Services	3.3	2.2 - 2.2	-	-	-	-	0.1	0.1	0.1	0.0	(0.3)	0.1	2%
SCOVID-19_06	COVID-19 IT: Equipment & Services	-	12.0 - 12.0	2.4	-	-	1.2	0.5	0.5	0.4	0.1	(3.2)	1.8	
<b>Support Equipment/Services</b>		<b>352.4</b>	<b>301.0 - 358.0</b>	<b>4.4</b>	<b>-</b>	<b>-</b>	<b>38.0</b>	<b>3.0</b>	<b>2.8</b>	<b>2.2</b>	<b>0.4</b>	<b>21.4</b>	<b>72.2</b>	<b>20%</b>
<b>Business Support Investments</b>		<b>471.5</b>	<b>382.8 - 450.8</b>	<b>4.4</b>	<b>-</b>	<b>-</b>	<b>41.6</b>	<b>7.8</b>	<b>7.3</b>	<b>5.6</b>	<b>1.1</b>	<b>19.5</b>	<b>87.4</b>	<b>19%</b>
<b>Total Capital Program</b>		<b>1,832.2</b>	<b>1,813.2 - 2,027.9</b>	<b>73.9</b>	<b>85.6</b>	<b>2.7</b>	<b>173.8</b>	<b>25.0</b>	<b>23.4</b>	<b>18.1</b>	<b>3.6</b>	<b>14.6</b>	<b>420.8</b>	<b>23%</b>

Notes:

1. Accruals are not assigned a fund source in the funds management system.
2. Negative expenditures can be attributed to corrections to payroll or invoice expenses related to prior fiscal years.
3. Formula, PRIIA, and Other Federal columns include local match contributions.
4. Maryland withheld \$35,586,809 of its FY2020 System Performance funding and \$2,445,488 of its FY2019 System Performance. These amounts have not been paid, but the project costs associated with that funding have been incurred.
5. In the process of assigning fund sources to the Q1 expenditures, several corrections were made, resulting in updated figures compared to those presented in pages 4-13 of this report, which were published as part of the Financial Progress report on November 6, 2020

# TABLE 2: SOURCE OF FUNDS (BUDGETED VS. YTD ACTUAL)

Dollar amounts are expressed in millions.

	FY2021 CURRENT BUDGET	Q1 ACTUAL
Federal Formula	\$321	\$60
PRIIA	\$149	\$43
Other Federal	\$20	\$2
<b>Total Federal</b>	<b>\$490</b>	<b>\$105</b>
Match & System Performance	\$268	\$58
PRIIA Match	\$149	\$43
Dedicated Funding	\$500	\$70
Other Jurisdictional	\$1	\$0
<b>Total Jurisdictional</b>	<b>\$918</b>	<b>\$171</b>
Reimbursable	\$89	\$28
Debt	\$353	\$102
<b>Other</b>	<b>\$442</b>	<b>\$130</b>
<b>Net Accruals</b>		<b>\$15</b>
<b>Total</b>	<b>\$1,849</b>	<b>\$421</b>

# TABLE 3: Receipt and Utilization of State and Local Contributions

	Q1 CAPITAL CONTRIBUTION BILLED <sup>1</sup>	Q1 CAPITAL CONTRIBUTION PAID <sup>1</sup>	YTD UTILIZATION OF JURISDICTION CAPITAL CONTRIBUTION
<b>District of Columbia<sup>2</sup></b>	<b>\$22,593,262</b>	<b>\$22,593,262</b>	<b>\$20,728,443</b>
Montgomery County <sup>3</sup>	\$10,690,149	\$10,690,149	\$9,807,798
Prince George's County <sup>3</sup>	\$10,732,076	\$10,732,076	\$9,846,264
<b>Maryland Subtotal</b>	<b>\$21,422,225</b>	<b>\$21,422,225</b>	<b>\$19,654,061</b>
City of Alexandria	\$2,945,782	\$2,945,782	\$2,702,641
Arlington County	\$5,378,082	\$5,378,082	\$4,934,182
City of Fairfax	\$169,981	\$169,981	\$155,951
Fairfax County	\$9,681,963	\$9,681,963	\$8,882,826
City of Falls Church	\$179,820	\$179,820	\$164,978
Loudon County	\$1,376,986	\$1,376,986	\$1,263,331
<b>Virginia Subtotal</b>	<b>\$19,732,614</b>	<b>\$19,732,614</b>	<b>\$18,103,909</b>
<b>Federal Formula Match &amp; System Performance Subtotal</b>	<b>\$63,748,101</b>	<b>\$63,748,101</b>	<b>\$58,486,413</b>
District of Columbia	\$11,757,812	\$11,757,812	\$14,269,541
State of Maryland	\$11,757,812	\$11,757,812	\$14,269,541
Commonwealth of Virginia	\$11,757,812	\$11,757,812	\$14,269,541
<b>State and Local PRIIA Subtotal</b>	<b>\$35,273,436</b>	<b>\$35,273,436</b>	<b>\$42,808,624</b>
<b>District of Columbia</b>	<b>\$237,532</b>	<b>\$237,532</b>	<b>\$107,082</b>
Montgomery County	\$118,534	\$118,534	\$50,904
Prince George's County	\$118,998	\$118,998	\$51,103
<b>Maryland Subtotal</b>	<b>\$237,532</b>	<b>\$237,532</b>	<b>\$102,007</b>
City of Alexandria	\$35,460	\$35,460	\$7,221
Arlington County	\$64,739	\$64,739	\$13,183
City of Fairfax	\$2,046	\$2,046	\$417
Fairfax County	\$116,546	\$116,546	\$23,732
City of Falls Church	\$2,165	\$2,165	\$441
Loudon County	\$16,575	\$16,575	\$3,375
<b>Virginia Subtotal</b>	<b>\$237,531</b>	<b>\$237,531</b>	<b>\$48,368</b>
<b>Project Planning Subtotal</b>	<b>\$712,595</b>	<b>\$712,595</b>	<b>\$257,458</b>
District of Columbia <sup>4</sup>	\$0	\$0	\$0
State of Maryland	\$41,750,000	\$41,750,000	\$36,408,344
Commonwealth of Virginia - Non-Restricted	\$32,278,297	\$32,278,297	\$28,148,487
Commonwealth of Virginia - Restricted <sup>5</sup>	\$6,346,703	\$6,346,703	\$5,534,681
<b>Dedicated Funding Subtotal<sup>6</sup></b>	<b>\$80,375,000</b>	<b>\$80,375,000</b>	<b>\$70,091,513</b>
<b>State and Local Contributions Total</b>	<b>\$180,109,132</b>	<b>\$180,109,132</b>	<b>\$171,644,008</b>

1 Excludes interest and other credits.

2 Includes a payment of \$699,216 deferred until Q2.

3 Maryland Formula Match and System Performance were not paid for the first or second quarters of FY2020 due to an auditing matter that remains unresolved as of the date of this report.

4 District of Columbia scheduled to pay Dedicated Funding twice annually in second and fourth quarters.

5 Virginia Restricted funding represents amounts remitted from the restricted fund sources.

6 As of 9/30/2020, dedicated funding bank balances were \$111.12 for DC, \$41,750,730.80 for MD, \$20,146,546.53 for VA Non-Restricted, and \$5,593,921.67 for VA Restricted.

# TABLE 4: CAPITAL BUDGET ADJUSTMENTS

ACTION TYPE	DATE	CIP #	CIP NAME	FY2021 ACTION	OUTYEARS (FY2022-2026) ACTION	TOTAL	DESCRIPTION
<b>Amendments</b>							
Amendment	Jul-20	CRB0013	New Potomac Yard Metrorail Station		50,000,000	50,000,000	Board of Directors approved amendment to increase the six-year Capital Budget for the Southwest Access Pavilion for Potomac Yard Metrorail Station reimbursable project.
Amendment	Jul-20	CIP0275	New Carrollton Garage and Bus Bays	11,000,000	68,300,000	79,300,000	Board of Directors approved amendment to increase the six-year Capital Budget for the construction of a new ~1,900 parking space parking garage adjacent to the New Carrollton Metrorail station.
<b>Total</b>				<b>11,000,000</b>	<b>118,300,000</b>	<b>129,300,000</b>	
<b>Administrative and Reprogrammings</b>							
Administrative	Jul-20	CIP0039	Core and System Development Program	(9,357,000)	(279,585,000)	(288,942,000)	Administrative action to realign the budget for future emergency repair and emerging system rehabilitation needs.
Administrative	Jul-20	CIP0247	Emergency Construction	9,357,000	279,585,000	288,942,000	
Reprogramming	Jul-20	CIP0308	Stations Platform Rehabilitation Program - Phase 3	(26,500,000)		(26,500,000)	Platform reconstruction work for the Reagan National Airport Station platforms was accelerated from Phase 3 to Phase 2 of the program.
Reprogramming	Jul-20	CIP0307	Stations Platform Rehabilitation Program - Phase 2	26,500,000		26,500,000	
Reprogramming	Jul-20	CIP0269	Enterprise Asset Management System	300,000	238,000	538,000	This action will implement an in-house asset configuration management system to improve system stability and allow for wider deployment throughout WMATA, while eliminating licensing costs of the current Asset Configuration Module (ACM) software.
Reprogramming	Jul-20	CIP0247	Emergency Construction and Emergent Needs	(300,000)	(238,000)	(538,000)	
Reprogramming	Jul-20	CIP0247	Emergency Construction and Emergent Needs	(3,005,000)		(3,005,000)	
Reprogramming	Jul-20	CIP8033_01	MetroDocs	3,005,000		3,005,000	This action accelerates the implementation of an enterprise wide records management system (MetroDocs).
Reprogramming	Aug-20	CIP0139_S9	Installation of Tunnel Fan Control Panels	4,620,000	1,980,000	6,600,000	These actions provide budget authority to address the additional scope for the Pneumatic Control Boxes project (CIP0139_S9). Six Fan Tunnel Electrical sites require replacement rather than modification.
Reprogramming	Aug-20	CIP0247	Emergency Construction and Emergent Needs		(6,600,000)	(6,600,000)	
Reprogramming	Aug-20	CIP0291	Tunnel Ventilation	(4,620,000)	4,620,000		

# TABLE 4: CAPITAL BUDGET ADJUSTMENTS (CONTINUED)

ACTION TYPE	DATE	CIP #	CIP NAME	FY2021 ACTION	OUTYEARS (FY2022-2026) ACTION	TOTAL	DESCRIPTION
Administrative	Aug-20	CIP0247	Emergency Construction and Emergent Needs	(1,750,000)	(5,750,000)	(7,500,000)	
Administrative	Aug-20	CIP0039	Core and System Development Program	1,750,000	5,750,000	7,500,000	This action reallocates budget from CIP0247 to CIP0039 as a correction after the July 2020 transfer.
Reprogramming	Aug-20	CIP0127	Support Equipment - MTPD	1,033,000		1,033,000	These actions provide budget for the replacement of MTPD equipment (X-ray machine, ~10 EOD bomb suits and ~135 Automatic External Defibrillators).
Reprogramming	Aug-20	CIP8031	D&E MTPD	(700,000)		(700,000)	
Reprogramming	Aug-20	CIP0247	Emergency Construction and Emergent Needs	(333,000)		(333,000)	
Reprogramming	Aug-20	CIP0254	Bus Priority Corridor Program Development	1,457,000	664,000	2,121,000	This action addresses recommendations made in the Bus Transformation Study endorsed by the Board of Directors in the Bus Priority Corridor Program. The budget will support the following: (1) Fund two full-time capital positions, (2) Relocate TSP equipment to intersections that make the network more effective, (3) Design priority queue jump intersections for implementation by jurisdictions, (4) Develop a Bus Priority Program for succeeding fiscal years, (5) Begin to transition to next generation technological solutions for the TSP system, and (6) Fund necessary project management and engineering services currently contracted to third party vendors.
Reprogramming	Aug-20	CIP0247	Emergency Construction and Emergent Needs	(1,457,000)	(664,000)	(2,121,000)	
Reprogramming	Sep-20	CIP0043	Bus Operations Support Software	250,000		250,000	This action adds scope for the upgrade of existing bus scheduling software. This incremental upgrade to existing software will result in a more efficient scheduling of bus operators and bus service, helping Metro manage operating costs.
Reprogramming	Sep-20	CIP0056	Rail Operations Support Software	(250,000)		(250,000)	
<b>Total</b>				-	-	-	

#### Action Type Definitions

Amendments: actions approved by the Board of Directors modifying the CIP.

Administrative: actions taken for internal tracking or program management purposes.

Reprogramming: a change to the scope, schedule, or six-year total cost of the project.

# TABLE 5: CAPITAL PROCUREMENT AWARDS

CIP NUMBER	CONTRACT NUMBER	CONTRACT DESCRIPTION	AWARD AMOUNT	AWARD DATE	AWARDED VENDOR	PERIOD OF PERFORMANCE
CIP0255	C20173	SmarTrip Mobile Payment VPN Implementation	\$354,417	7/1/2020	Copper River	07/01/20 - 06/30/21
CIP0063	C20165	2K/3K HVAC	\$167,132	7/14/2020	R&J Components	07/30/20 -07/29/21
CIP0266	C20057	Bus Facilities Turnout Rehabilitation	\$2,926,501	7/17/2020	Potomac Construction Company	08/05/20 - 12/18/21
CIP0004	C20166-R	Andrews Federal Service Vehicle Maintenance (SVMNT) Center Tools and Equipment	\$80,321	7/20/2020	Snap-on Industrial	07/27/20 - 07/26/21
CIP0063	C20138	6K HVAC Control Boards	\$3,423,578	7/24/2020	Merak North America	07/24/20 - 7/23/21
CIP0063	C20144	Overhaul of 7K Vital Relays for Transit Railcars	\$81,000	7/25/2020	RDG, LLC	07/30/20
TBD	FQ19076-1	WMATA Communications Cable Improvement Project	\$0	8/4/2020	ICS Netts, Inc.	07/23/20 - 07/22/22
TBD	FQ19076-2	WMATA Communications Cable Improvement Project	\$0	8/4/2020	Evigilant, LLC	07/23/20 - 07/22/22
CIP0063	C20138	6K HVAC Control Boards	\$1,412,488	8/11/2020	Merak North America	08/11/20 - 08/10/22
CIP0005	F20139	Electric Fan Engine Cooling Systems	\$3,924,014	8/13/2020	Modine Manufacturing Company	08/13/20 - 08/12/21
CIP0042	C20048	Windchill Software Support	\$347,575	8/13/2020	Immix Technology	08/13/20 - 08/12/21
CIP0010	C20058	WMATA Chiller Plant Groundwater Treatment Building	\$4,290,569	8/14/2020	Potomac Construction Company, LLC	09/03/20 - 09/02/21
CIP0231_01	CFRADS2000 0212	Printer Press Equipment Move	\$490,528	9/10/2020	Atlantic Graphic Systems, Inc.	08/21/20 - 10/21/20
TBD	FQ19093(C) REBID2	ATC & Armored Power Cables - IDIQ Category (C) DTS Cables	\$50,000	9/14/2020	Anixter, Inc.	10/01/20 - 09/30/25
<b>Total New Competitive Awards</b>			<b>\$17,548,123</b>			