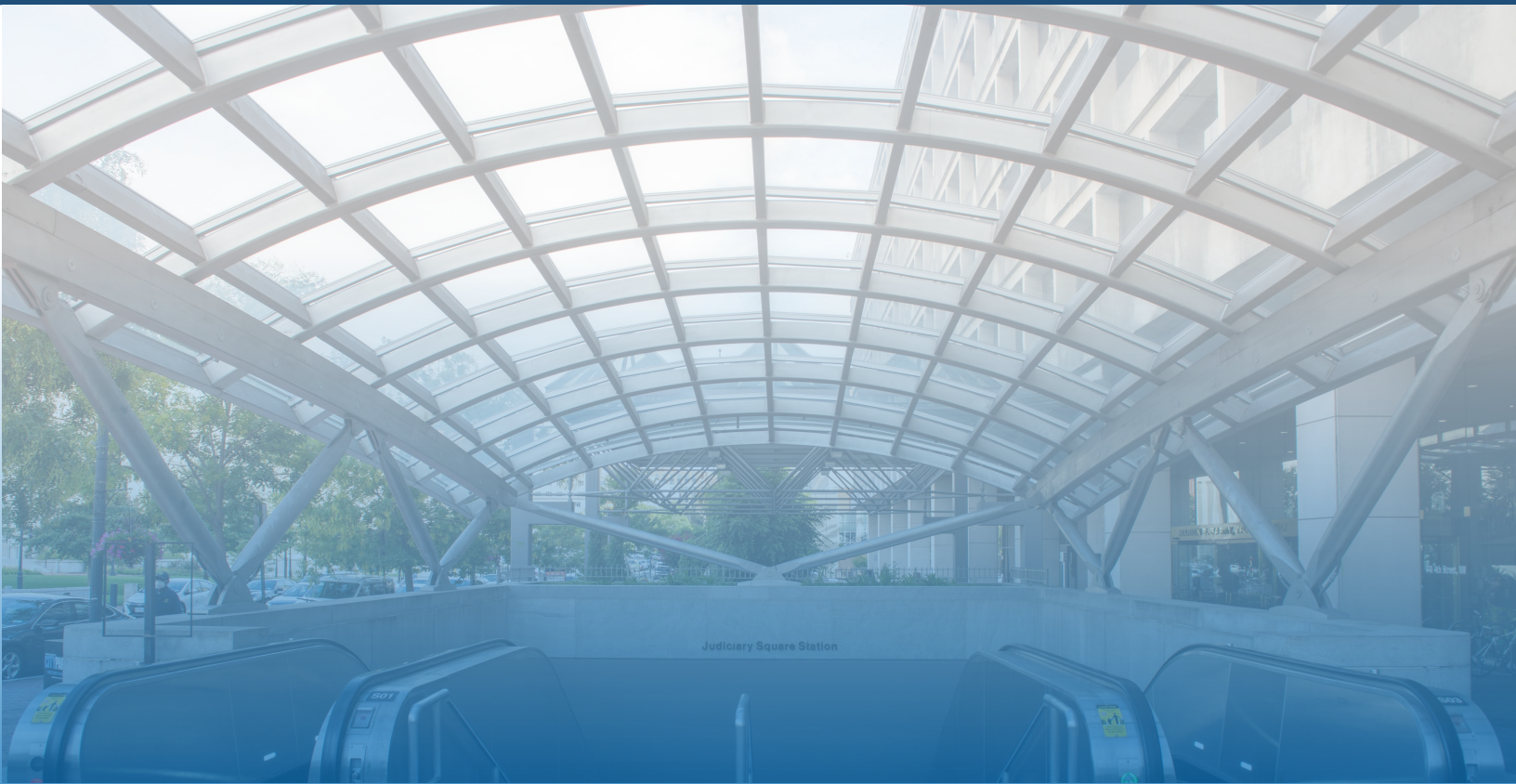


WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

# Capital Improvement Program Progress Report

Fiscal Year 2022 Quarter 1



**Published**  
**January 3, 2022**



## Metro's Capital Improvement Program

Metro's FY2022-FY2027 Capital Improvement Program (CIP) totals \$12.3 billion with funding from the federal government, state and local contributions, and other sources. Metro's FY2022 capital budget, as approved by the Board of Directors on April 22, 2021, is \$2.6 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 and Railcar Facilities; Rail Systems; Track & Structures Rehabilitation; Stations & Passenger Facilities; Bus, Bus Facilities, & Paratransit; and Operations 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, capital procurement awards and modifications, and the status of projects and programs. 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 State of Maryland, Arlington County, Virginia, Fairfax County, Virginia, Loudoun 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. A new six-year Capital Funding Agreement was negotiated and approved by the WMATA Board of Directors on April 22, 2021 for FY2022 to FY2027.

## 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 annual 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 \$539.9 million in the Capital Improvement Program through Q1 of FY2022.

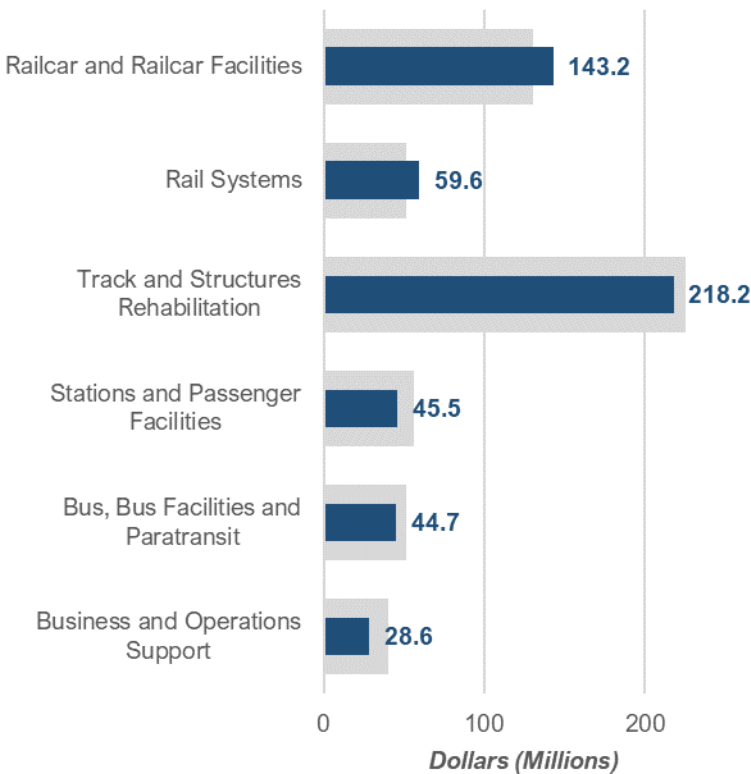
Metro's FY2022 Capital Improvement Program \$2.591 billion budget anticipates the largest single year capital reinvestment since the construction of the system.

The FY2022 capital budget forecast range as of the end of Q1 (September 2021) is \$2.2 to \$2.5 billion.

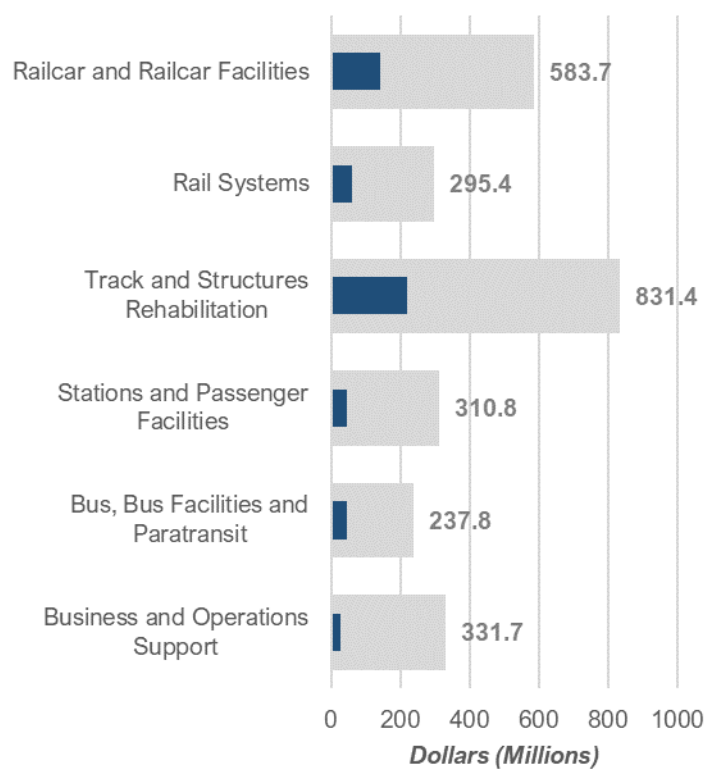
In Q1, Metro continued its aggressive rehabilitation program to improve safety and state of good repair, with contracts awarded for major projects such as Phase 4 of the Platform Improvement Project and Phase 4 of the Station Entrance Canopy Installation Project. As the region recovers from the pandemic, Metro's capital program continues to focus on critical maintenance, reliability, and safety projects while minimizing customer and operational impact.

Figures presented in this report are preliminary and unaudited.

■ FYTD Baseline Budget ■ FYTD Expenditures

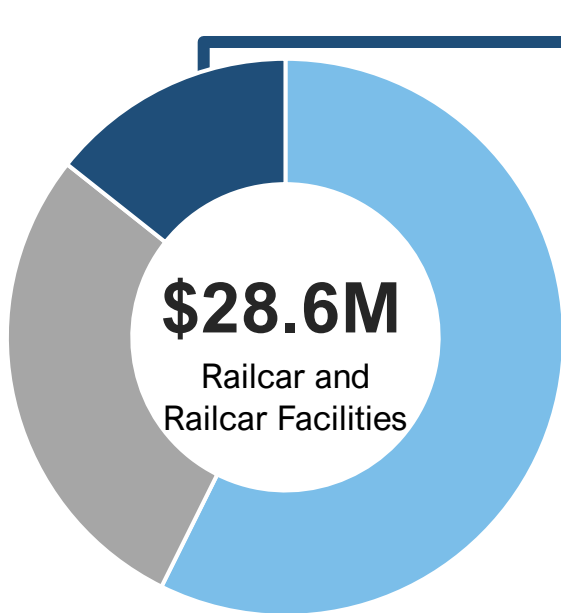


■ FY2022 Current Budget ■ FYTD Expenditures



# RAILCAR AND RAILCAR FACILITIES INVESTMENTS

Through Q1 of FY2022, Metro invested \$28.6 million in Railcar and Railcar Facilities.



## Acquisition – \$4.1M

Conceptual design work is continuing for the 8000-series railcars (exterior rendering shown on the left). The contract is for 256 railcars, with options to build up to 800. The new railcars will improve customers' on-board experience with features like digital screens and real-time information, as well as electrical outlets for charging. In addition, the railcars are designed to have better ventilation, be more energy-efficient, have enhanced security features, and ultimately be safer and more reliable. The 8000-series railcars will replace the aging 2000- and 3000- series railcars, which have been in service since the early 1980s.

Work is ongoing with the manufacturer and sub-contractors on various outstanding 7000 Series modifications for software upgrades, railcar door wiring, cybersecurity enhancements, precision station stopping, reduction of power consumption, and training. The delivery of training simulators will continue in FY2022.

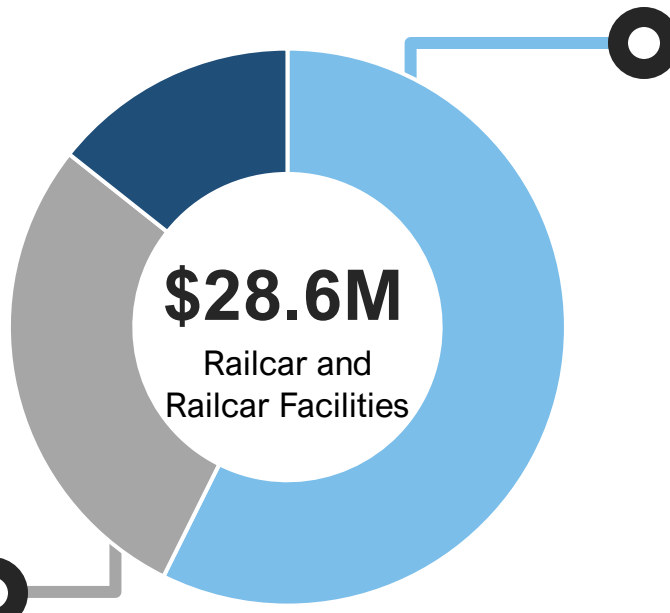
The increased reliability of newer railcars (as demonstrated by the 7000 Series) has resulted in fewer rail disruptions and offloads. Metro's Performance Report shows the increase in Mean Distance Between Failure (MDBF) trend for the railcar fleet.

Metro's railcar acquisitions have resulted in 100 percent of active railcars in a state of good repair (not exceeding the 40-year useful life benchmark) in FY2022.





# RAILCAR AND RAILCAR FACILITIES INVESTMENTS (CONTINUED)



## Maintenance & Overhaul – \$16.4M

Metro’s Railcar Rehabilitation Program supports the Scheduled Maintenance Service (SMS) of railcars. Specific deliverables include addressing air compressors, HVAC conversions, truck assemblies, friction brakes, couplers, doors, flooring, lighting, seats, and other components. In Q1, 40 2000/3000-Series and 4 6000-Series railcars were rehabilitated. A total of 150 railcars are anticipated to be rehabilitated in FY2022.

Railcar Series	FY2022 Plan	FYTD Progress
2000/3000	68	40
6000	32	4
7000	50	0

## Maintenance Facilities – \$8.1M

The replacement of loading equipment (drop table) at the Shady Grove Service and Inspection (S&I) shop was completed in Q1.

In Q1, the installation of the Shady Grove and Branch Avenue railcar rooftop access platforms was completed. Installation at Brentwood and Greenbelt are scheduled for FY2022.

Pre-construction work continued for the Railcar Heavy Repair and Overhaul Facility (HRO), which includes design and site preparation work (anticipated to conclude in Q2 of FY2022). The HRO facility will consolidate railcar overhaul functions into one facility and is being designed to meet LEED (Leadership in Energy and Environmental Design) standards. Current activities taking place at Brentwood and Greenbelt will benefit from additional yard storage space and continue as normal S&I shops supporting railcar fleet safety and state of good repair.

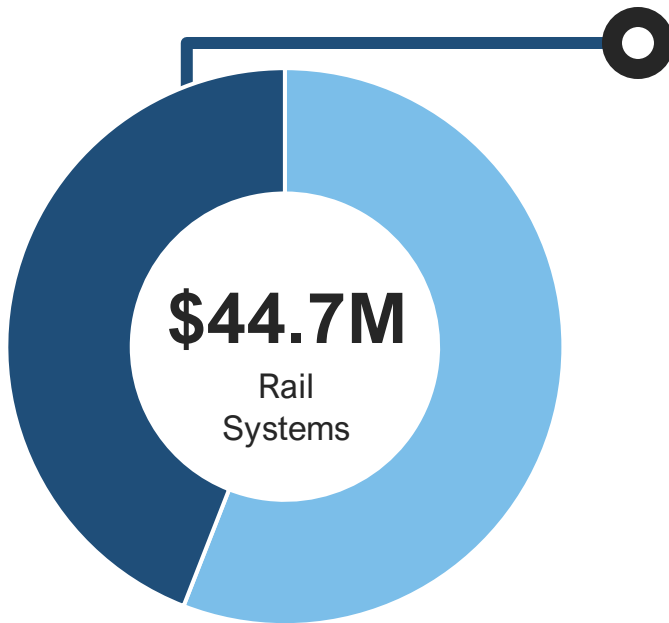
Ongoing rail fleet preventive maintenance (weekly, monthly, and semi-annual inspections, repairs, and upgrades) is critical in maintaining railcar availability and performance. Additional information on rail fleet reliability is available in Metro’s Performance Report.

Software upgrades are continuing for 2000-, 3000-, and 6000-Series railcars to enable use of automated Precision Station Stopping and Stop & Proceed in revenue service which will increase safety by reducing red signal overruns.



# RAIL SYSTEMS INVESTMENTS

Through Q1 of FY2022, Metro invested \$44.7 million in Rail Systems.



## Signals & Communications – \$19.7M

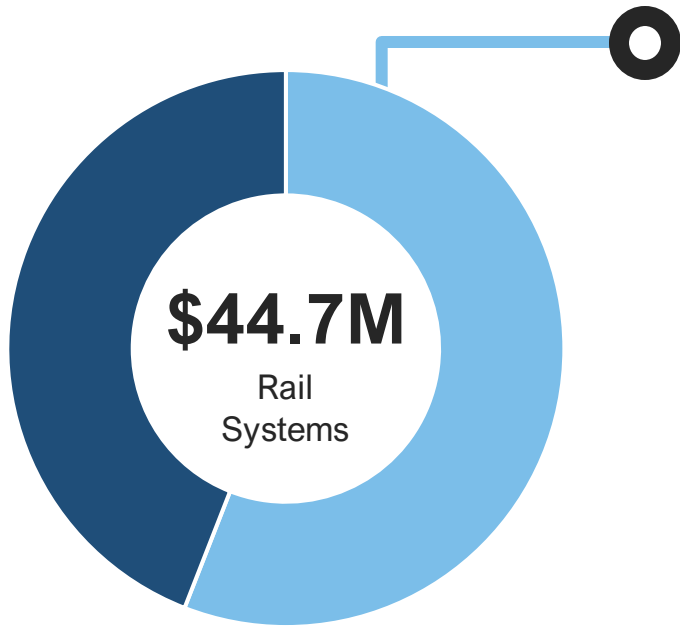
Fiber cable installation continues between Metro Center and Stadium Armory, Gallery Place and Fort Totten, and Gallery Place and Congress Heights as part of the Radio Infrastructure Replacement project, which upgrades the radio communications system. This project enhances safety by improving communications between Metro employees, the Operations Control Center, and first responders in surrounding jurisdictions throughout the system in the event of an emergency.

As part of the Automatic Train Control (ATC) State of Good Repair Program, the replacement of the Alexandria Yard ATC system, testing of power supplies at various locations, and training for new Switch Machine power supply replacements are ongoing. The Alexandria Yard work is anticipated to be complete in Q2 of FY2022. Metro also anticipates awarding a contract for the replacement of ATC equipment at ten train control rooms in FY2022. ATC equipment provides train position, communication between the train and wayside, and automatic control of train speed and spacing of trains.

Asset	FY2022 Plan	FYTD Progress	Completion Percentage
SGR Switch Replacement – Mainline <sup>1</sup>	6	0	0%
SGR Switch Replacement – Brentwood Yard	1	1	100%
SGR Switch Replacement – West Falls Church Yard <sup>2</sup>	42	0	0%
SGR High-Current Bond Installation <sup>3</sup>	192	0	0%
SGR Cross-Bonding Cable Installation	88	18	20%
SGR Interlocking Rehabilitation	24	6	25%

1. FY2022 Plan decreased due to work on other priority projects.
2. Planned work may be postponed due to work on other priority projects.
3. Lack of material and labor resulted in zero completion in Q1.

# RAIL SYSTEMS INVESTMENTS (CONTINUED)



## Power – \$25.0M

In Q1, Metro completed installation of Tie Breaker Station equipment at Prince George’s Plaza. Installation of Traction Power Substation (TPSS) was completed at Pentagon City, West Hyattsville, Prince George’s Plaza, College Park-UMD, and Greenbelt, and began at three additional locations. These actions to upgrade the rail power system will allow Metro to increase the number of 8-Car trains that it can run in revenue service.

Metro is advancing the next large-scale TPSS and Tie Breaker Station equipment supply and installment contract. In Q1, transformer installs were completed at nine locations. Replacement and relocation of the Rosslyn cable tray has been completed and the installation of additional switchgear equipment is anticipated to conclude by the end of FY2022.

As part of the Low Voltage Power State of Good Repair program, construction continued on AC Switchgear replacements at Deanwood, East Falls Church, Farragut West, Gallery Place, Silver Spring and Vienna. Nine locations completed installation of Uninterruptable Power Supply (UPS) replacement. This program maintains the reliability of power systems that support service.

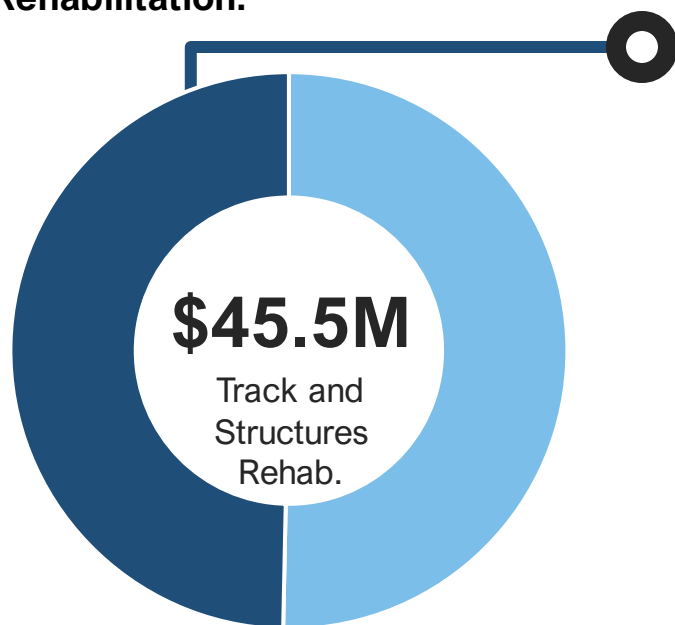
Asset	FY2022 Plan	FYTD Progress	Completion Percentage
Cable Replacements (LF)	27,000	14,650	54%
Cable Additions (LF) <sup>1</sup>	8,000	0	0%
Cable Meggering	2,200	323	15%

1. Progress delayed due to work on other priority projects.



# TRACK AND STRUCTURES REHABILITATION INVESTMENTS

Through Q1 of FY2022, Metro invested \$45.5 million in Track and Structures Rehabilitation.



## Fixed Rail – \$22.6M

The Track Rehabilitation Program supports a safe and reliable rail system through comprehensive inspection, preventive maintenance, and rehabilitation to enhance condition of the infrastructure. This work is addressed through planned Rail Service Adjustments (such as track shutdowns) and responsive rehabilitation work.

Metro uses condition-based track infrastructure information to identify track rehabilitation needs by operable segment. Work needs are prioritized and rail service adjustments (RSAs) are scheduled to address them. Planned track rehabilitation activities may also utilize RSAs needed for other major capital projects and non-revenue/overnight hours to complete work.

Responsive track rehabilitation work addresses critical defects identified in ongoing track inspections. This work is conducted during non-revenue work hours, as opposed to during dedicated RSAs. Metro anticipates a reduction in the amount of responsive rehabilitation as data analysis improvements result in an enhanced annual program.

Ongoing maintenance and rehabilitation work is critical for guideway condition performance and reducing unplanned track and speed restrictions. Additional trend data is available in Metro’s Performance Report.

## FY2022 RSA Summary

Priority	# of Requests	# of Scheduled RSAs	# of Completed RSAs
A	13	10	0
B	10	8	0
C	23	19	0

**Priority Code A (Highest Priority):** Segments that are likely to have critical needs within a year or address pending Corrective Action requirements.

**Priority Code B (Medium Priority):** Segments that have components nearing the end of useful life or which could become critical in upcoming years or with associated contract obligations.

**Priority Code C (Lower Priority):** Segments without any expected critical issues but components may be due for replacement in near future or where maintenance will likely prevent issues in future.

# TRACK AND STRUCTURES REHABILITATION INVESTMENTS (CONTINUED)

## FY2022 Planned and Responsive Rehabilitation

Major Components	FY2022 Plan	FYTD Complete (through RSAs)	FYTD Complete (outside RSAs)	Total FYTD Complete	Completion Percentage
Concrete Restoration (SF)	1,000	0	609	609	61%
Crossties Replaced	10,000	796	948	1,744	17%
Deck Joint Replacement (LF)	400	0	0	0	0%
Direct Fixation Fasteners Replaced	12,000	2,699	1,993	4,692	39%
Drain Rodding (LF)	80,000	0	15,052	15,052	19%
Grout Pad Rehabilitation (LF) <sup>1</sup>	5,500	2,128	166	2,294	42%
Joint Elimination	750	65	108	173	23%
Leak Mitigation	1,500	0	359	359	24%
Running Rail Renewal (MI)	10.0	0.1	0.6	0.7	7%
Third Rail Insulator Replacement	3,000	449	569	1,018	34%
Third Rail Rehabilitation (MI) <sup>2</sup>	0.0	0.0	0.0	0.0	0%
Track Bed Cleaning (LF)	441,764	0	112,800	112,800	26%
Track Signage Replaced <sup>3</sup>	500	0	259	259	52%
Track Stabilization (LF)	200	0	158	158	79%
Track Tamping (MI)	24.0	1.1	0.8	1.9	8%
Turnouts Rehabilitated	4	0	1	1	25%

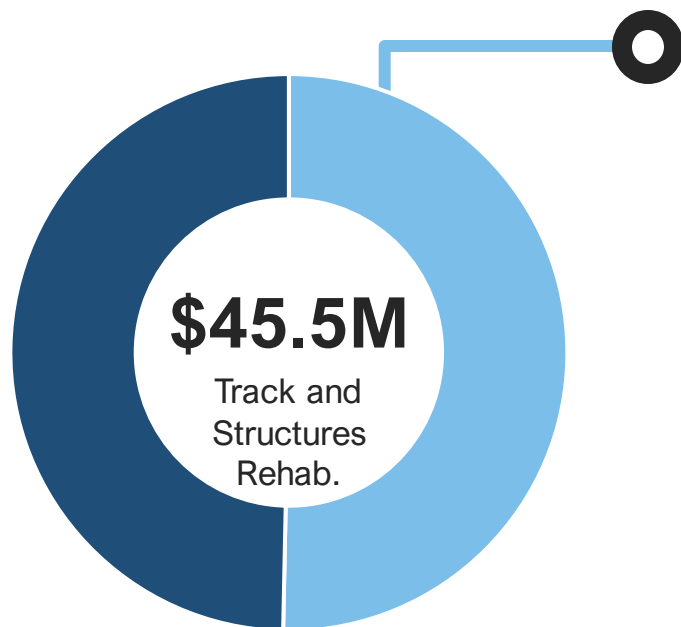
1. FY2022 rehabilitation plan reduced from 17,850 linear feet due to silica dust mitigation.

2. The plan for third rail rehabilitation is being revised for FY2023.

3. FY2022 plan increased from 300 to reflect Q1 progress.

Metro will take delivery of two down and under inspection vehicles, one drain cleaner, four dual rail e-clip installers and two ride-on plate inserters in the first half of FY2022. These investments are critical in keeping service vehicle equipment in a state of good repair (not exceeding respective useful life benchmarks) in FY2022.

# TRACK AND STRUCTURES REHABILITATION INVESTMENTS (CONTINUED)



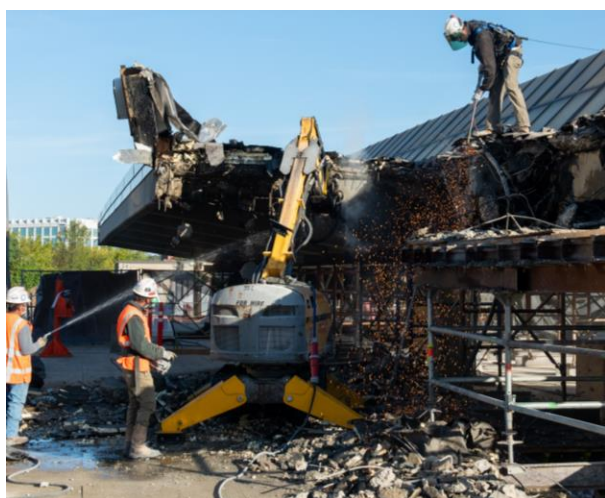
## Structures – \$22.9M

The Structural Rehabilitation – Package 1 project will return the Minnesota Avenue and Grosvenor aerial structures, the Rockville platform canopy, and seven bridges to a state of good repair. In Q1, demolition of the Rockville platform canopy, requiring the shutdown of Shady Grove and Rockville Stations. The canopy replacement is expected to be completed in FY2022, along with upgraded Passenger Information Displays, CCTV cameras, speaker systems, and the completion of the new Shady Grove Station mezzanine stairway. In addition, construction on the West Hyattsville structure is ongoing.

Implementation planning and design are progressing on the Yellow Line Tunnel and Bridge Rehabilitation project. This project will address the structural degradation of the Yellow Line Tunnel and the Bridge, both of which were constructed over 40 years ago.

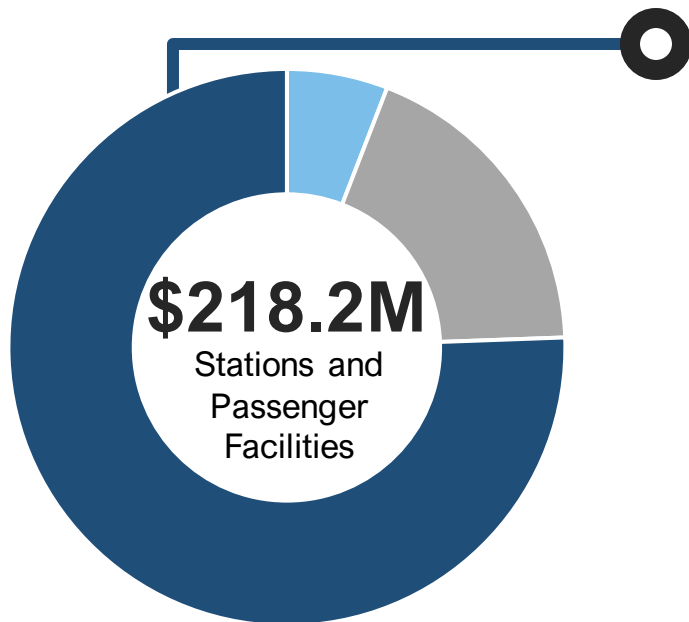
Construction of mezzanine platforms over Metrorail tracks on the Red Line between Woodley Park and Cleveland Park stations began in Q1 (requiring single tracking). This infrastructure will support upgraded ventilation fans and electrical systems, increasing station and tunnel safety in the event of a smoke or fire emergency. This is a pilot project and results will be used to inform designs for future tunnel ventilation improvements across the system.

Metro issued an RFP for the initial package of the Tunnel Leak Mitigation Program. As part of this package, two segments of the Red Line (Silver Spring to Forest Glen and Tenleytown/AU to Friendship Heights) will undergo water mitigation work and an evaluation to determine the effectiveness for potential further use throughout tunnel segments systemwide. An award is anticipated in Q2 of FY2022 with construction following later in the fiscal year.



# STATIONS AND PASSENGER FACILITIES INVESTMENTS

Through Q1 of FY2022, Metro invested \$218.2 million in Stations and Passenger Facilities.



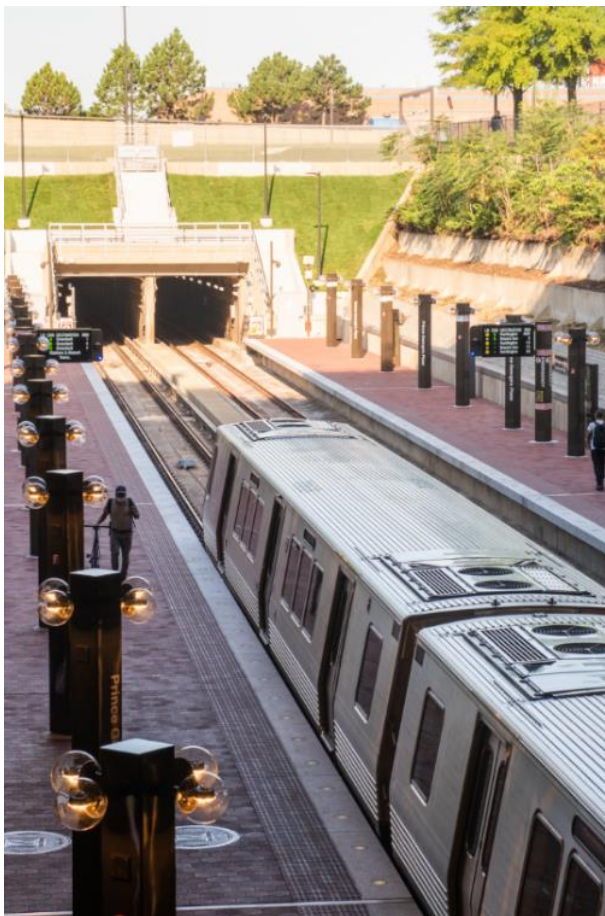
## Platforms & Structures – \$164.9M

The Station Platform Rehabilitation projects address rehabilitation of station platform structures, tiles, and granite edges, as well as 36 other station systems. Major Phase 3 construction work concluded at four Green Line Stations (West Hyattsville, Prince George’s Plaza, College Park, and Greenbelt), which reopened for revenue service in Q1. The contract for the Phase 4 Platform Rehabilitation project was awarded and a Notice to Proceed issued in Q1. This phase will address five stations on the Orange Line (Minnesota Avenue, Deanwood, Cheverly, Landover, and New Carrollton) beginning in Q4 of FY2022. Ninety-eight percent of Metrorail stations are estimated to be in good condition in FY2022.

Installation of the new stairs at the Judiciary Square south entrance was completed in Q1, while work on the Dupont Circle north entrance canopy is anticipated to be completed by the end of FY2022. A contract was awarded for Phase 4 of the Station Entrance Canopy Installation project, which includes canopy installations at eight entrances and stair installations at four entrances. Work will begin on the stairway installation at Bethesda in Q2, with the canopy installation at Tenleytown to begin later in FY2022. This project helps to protect customers and station escalators from weather.

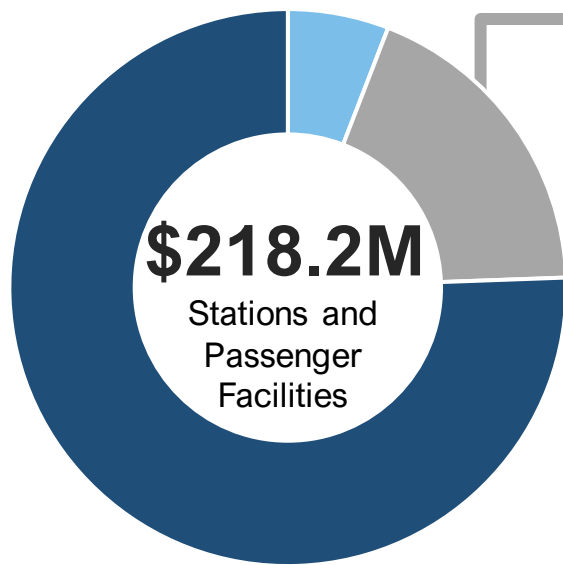
Ongoing construction of the new Potomac Yard station requires periodic shutdowns between National Airport and Braddock Rd. The new LEED certified station will support increased access and local economic development in the City of Alexandria.

In Q1, contracts were awarded to rehabilitate five parking garages. Surface lot rehabilitation has been completed at Landover and East Falls Church and is underway at Rockville and Greenbelt. These investments will increase the percentage of facilities in good condition. In FY2022, 96 percent of parking structures and 87.5 percent of surface parking lots are estimated to be in good condition.





# STATIONS AND PASSENGER FACILITIES INVESTMENTS (CONTINUED)



## Station Systems – \$40.5M

The Fare Collection Modernization Program improves fare collection functionality and provides customers enhanced payment and account capabilities, exemplified by the launching of the mobile SmarTrip applications. Systemwide installation of new, modernized faregates is now ongoing with 11 stations entirely with new faregates in Q1 and another 14 stations partially installed with new faregates (faregate shown in left image). Emergency swing gates were also replaced at 32 locations.

The design of new bus fareboxes is underway and replacements are scheduled to begin in Q3 of FY2022. Existing bus fareboxes are approximately two decades old, have failing components, and are no longer manufactured.

As part of Metro’s Energy Action Plan, the Station Lighting Improvements Program upgrades lighting at platforms, station mezzanines and backrooms, and around Metro stations and properties to provide enhanced illumination and safety for customers and employees and reduce energy use. Work is currently ongoing on escalator incline lighting and a procurement for edge lighting installation at the 49 remaining stations is anticipated to be released in FY2022. A procurement is currently in development for above ground station site lighting at 12 priority stations.

Metro is preparing to award a contract for the design of five chiller replacements at Van Ness, Rosslyn, L’Enfant Plaza (2), and Stadium Armory. This program improves customer and employee comfort during hot days.

A contract was awarded in Q1 for the replacement of drainage pumps at six locations.

As part of the Low Voltage Power State of Good Repair program, construction continued on AC Switchgear replacements at Deanwood, East Falls Church, Farragut West, Gallery Place, Silver Spring and Vienna. This program maintains the reliability of power systems that support service.

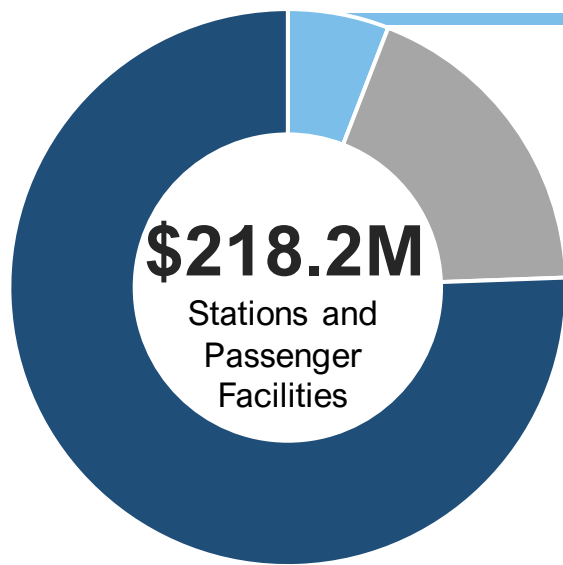
Activity	Completed Stations	Remaining Stations
Faregate Installation	11	87



Asset	FY2022 Plan	FYTD Progress
Uninterruptable Power Supply Replacement	32	9



# STATIONS AND PASSENGER FACILITIES INVESTMENTS (CONTINUED)



## Vertical Transportation – \$12.8M

Two elevators at Friendship Heights station were rehabilitated in Q1, and work on three other units at Forest Glen is ongoing.

Five escalators were rehabilitated across the system in Q1, with five units to begin rehabilitation – one at each station: Waterfront, King Street, Shady Grove, Minnesota Ave., and Anacostia.

Metro is replacing 130 escalators at 32 stations over a seven-year period, starting with the oldest, least reliable escalators. In Q1, Metro completed the replacement of units at Gallery Place (2), New Carrollton, and Rhode Island Ave. Replacement work is ongoing at Federal Center, Virginia Square, Pentagon City (2), and Tenleytown.

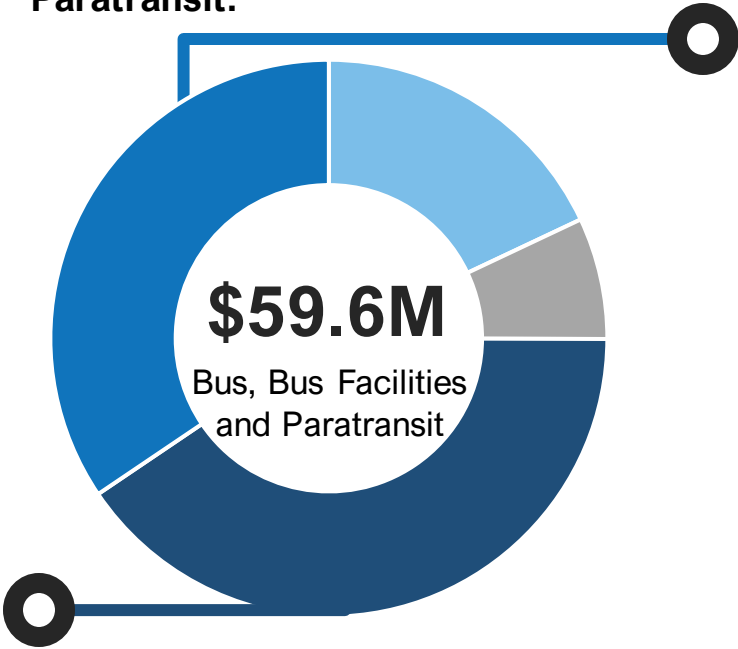
These investments are critical to meeting Metro’s performance targets for elevators and escalators. Metro’s Performance Report shows the elevator and escalator availability trend data.

Activity	FY2022 Plan	FYTD Progress	Completed in Contract	Remaining in Contract
Elevators Rehabilitated	12	2	90	12
Escalators Rehabilitated	26	5	13	73
Escalators Replaced	23	4	4	126



# BUS, BUS FACILITIES AND PARATRANSIT INVESTMENTS

Through Q1 of FY2022, Metro invested \$59.6 million in Bus, Bus Facilities and Paratransit.



## Acquisition – \$20.5M

In Q1, 33 40-foot clean diesel buses were delivered. New buses contribute to operational savings by replacing less reliable and less fuel-efficient buses.

Bus Type	FY2022 Planned Deliveries	FYTD Progress
Clean Diesel 40-ft.	120	33

A contract for 100 next generation paratransit vans was awarded in Q1, with deliveries to begin this fiscal year. Solicitations for an additional 50 sedans (pictured below) and 100 minivans were also released.

Metro's bus and paratransit acquisitions have resulted in an increased percentage of vehicles in a state of good repair (not exceeding their respective useful life benchmarks). That is measured at 95 percent for 40-foot buses, 97 percent for 60-foot buses, and 100 percent for MetroAccess vehicles in FY2022.

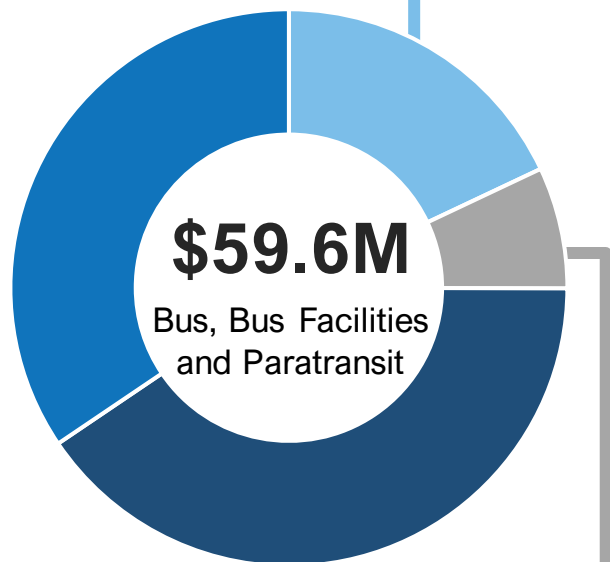
## Maintenance Facilities – \$24.1M

Demolition and construction of the new Bladensburg Bus Garage facility are anticipated to begin in Q3 of FY2022. An off-site bus parking lot has been constructed and will be in use prior to demolition and throughout construction. Metro is constructing a new LEED-designed facility that will include up to 300 buses, separate entrances for buses and employee vehicles, a green roof, and on-site employee parking. The Bladensburg bus facility will be built to support future electric vehicle charging infrastructure and equipment.

Pre-construction activities also continued in preparation for demolition and construction at the Northern Bus Garage Facility. The new LEED designed 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. The Northern bus facility will be able to accommodate 100 percent electric buses once operational.



# BUS, BUS FACILITIES AND PARATRANSIT INVESTMENTS (CONTINUED)



## Maintenance & Overhaul – \$10.7M

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, 26 buses were rehabilitated, along with the rebuilding of 26 engine assemblies, 5 bus energy storage systems, 37 transmissions, 4 ultracapacitors, and 67 fare boxes. Vendor material shortages resulted in delayed energy storage system rehabilitation progress.

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 shows MDBF trend data for the bus and Access fleets.

## Passenger Facilities & Systems – \$4.2M

New Customer Information Electronic Display Signs (CIEDS) are being installed at Metrobus stops to provide real-time bus arrivals for customers. In Q1, Metro installed 55 CIEDS.

Design for the replacement parking garage at New Carrollton is ongoing, with demolition anticipated to begin in Q3 of FY2022.

Metro completed the rehabilitation of the Chevy Chase Historic Bus Terminal in Q1, including new real-time customer information signs, brighter LED lighting, a transformed canopy, a resurfaced bus loop, and new roofing, electric and plumbing infrastructure. Construction is now ongoing at the Colorado Ave Bus Terminal. The Calvert St. Bus Terminal rehabilitation will follow.

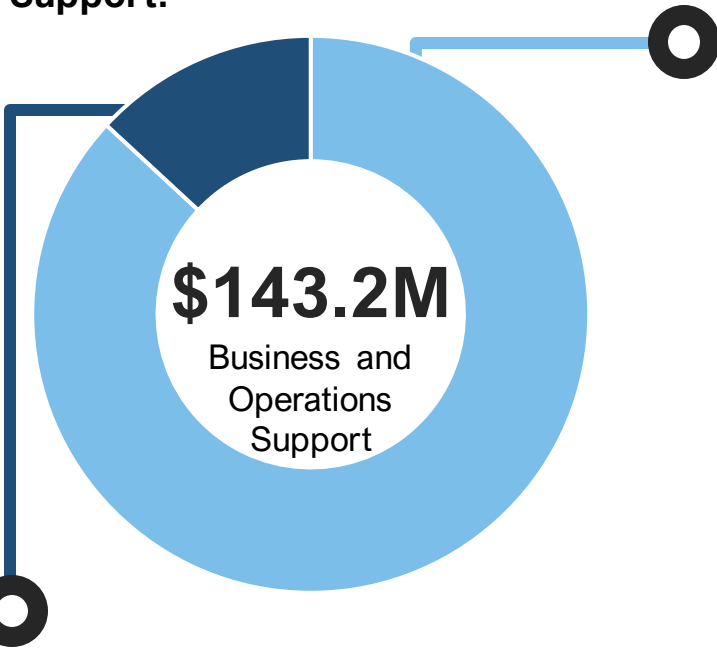
Asset	FY2022 Plan	FYTD Progress	Completion Percentage
Bus Rehabilitations	100	26	26%
Energy Storage Systems	100	5	5%
Engine Assemblies	125	26	21%
Fare Boxes	250	67	27%
Transmission Assemblies	150	37	25%
Ultracapacitors	6	4	67%





# BUSINESS AND OPERATIONS SUPPORT INVESTMENTS

Through Q1 of FY2022, Metro invested \$143.2 million in Business and Operations Support.



## Support Equipment & Services – \$124.6M

In Q1, building “dry-in” was completed at the L’Enfant Plaza, DC office building location (work on plumbing, HVAC, electrical startup, and workstation installations are ongoing). The envelope curtain wall is currently being installed at the Alexandria, VA office building location while vertical construction was completed at the New Carrollton, MD office location (shown below).

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 10 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.

Two roof rehabilitations were completed in Q1 with five more planned for completion in FY2022.

Metro anticipates receiving permits and beginning construction of the New Hampshire Ave. Chiller Water Treatment Facility in Q2 of FY2022. A solicitation is being prepared for the replacement of underground storage tanks at New Carrollton and Glenmont yards. These projects are part of the Environmental Compliance Program and protect the region’s natural resources and health.

## Information Technology – \$18.8M

Metro’s IT investments improve internal operations and the customer experience.

Metro is purchasing equipment for the construction of the new data center as part of the office consolidation initiative to replace the existing center at the Jackson Graham Building.

## Metro Transit Police Department (MTPD) – \$0M



# REAL ESTATE UPDATE

The 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

West Falls Church: WMATA executed a Joint Development Agreement for a 24-acre, mixed-use transit-oriented development at the West Falls Church Metro Station, in August of 2021. WMATA will be seeking FTA joint development concurrence in the upcoming quarter.

Tenleytown Chiller Site: The WMATA Board is anticipated to approve execution of a Joint Development Agreement for the Tenleytown Chiller site with Georgetown Day School in Q2. A WMATA chiller will be relocated to allow for construction of a transit-oriented development. WMATA will then seek FTA joint development concurrence.

New Carrollton: Phase 2 of the New Carrollton Joint Development 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 Q2 or Q3 of FY2022, as is construction of the new parking garage. The office building is currently under construction.

WMATA and Prince George's County are working together to develop a vision that encompasses the entire ½-mile radius around New Carrollton station to fully promote the transportation options and development opportunity.

## Dispositions

College Avenue: Purchase and Sale Agreement executed for the disposition of a 30,000 square foot lot (.69 acres) of excess property in College Park, MD. Closing is anticipated in December 2021.

## Acquisitions

Heavy Repair and Overhaul Facility: Relocations of tenants and mediation on value are ongoing for the three properties acquired in 2020 for the Rail Heavy Repair and Overhaul facility. The properties were acquired through condemnation, filed by the US Department of Justice on behalf of WMATA.

## Incidental Use

Solar Development: The developer-led entitlement process continues for the 11MW community solar project. Under this innovative site lease agreement, Goldman Sachs Renewable Power LLC will own and maintain the canopy system and pay Metro annually over the 25-year lease term.



# FTA AWARDS UPDATE

As of September 30, 2021, Metro had 24 active awards with a combined value of \$4.3 billion. Metro anticipates to submit eleven awards for closeout in Metro's fiscal year 2022.

Metro continues a rigorous review of reimbursement requests submitted to FTA. Reimbursements of \$285.5 million were received from the FTA during Metro's Q1 funding projects that include, but are not limited to, the purchase of new buses and railcars and repairing station and track infrastructure. Through the receipt of CARES Act, CRRSAA, and ARPA funding, Metro was able to save jobs and continue operations that provide transportation to essential workers.

## Active Awards as of 9/30/2021 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Drawn	Balance	POP End Date
DC-44-X001-01	04/10/2015	FFY2013 Hurricane Sandy Resilience	\$21.0	\$20.5	\$0.5	09/30/2021
DC-2017-011-01	08/15/2017	Track Inspector Location Awareness with Enhanced Transit Worker Protection <sup>1</sup>	\$1.9	\$1.9	\$0.0	01/31/2022
DC-2018-012-00	09/09/2018	Bus Shelters Replacement	\$3.6	\$0.0	\$3.6	06/30/2022
DC-2019-006-00	06/28/2019	FFY2019-PRIIA Appropriation	\$148.5	\$148.4	\$0.1	06/30/2022
DC-2019-008-01	07/10/2019	FFY2019 5339 Bus Program	\$22.6	\$22.3	\$0.3	06/30/2022
DC-2019-009-00	07/25/2019	FFY2019 5337 State of Good Repair	\$156.6	\$148.3	\$8.3	06/30/2022
DC-2019-010-00	08/13/2019	FFY2019 5307/5340 Formula Funding	\$191.4	\$181.4	\$10.0	06/30/2022
DC-2020-002-00	04/23/2020	FFY2019 Section 5539b Buses and Bus Facilities	\$11.0	\$9.3	\$1.8	07/31/2024
DC-2020-005-00	05/19/2020	FY20 CARES Operations and Response to COVID19	\$876.8	\$876.8	\$0.0	09/30/2023
DC-2020-007-00	05/27/2020	FFY19 Section 5310 Metro Access Replacement Vehicles	\$0.9	\$0.0	\$0.9	03/31/2022
DC-2020-006-00	06/10/2020	FFY18 BUILD - Metrorail Station Platform Reconstruction	\$20.0	\$20.0	\$0.0	09/30/2020
DC-2020-010-01	07/10/2020	FFY20 5307 Bus Replacements & Rehabilitation, Bus & Rail Facility Improvements, and Rail Systemwide ATC & Propulsion improvement	\$328.7	\$123.3	\$205.4	06/30/2024
DC-2020-016-00	08/13/2020	FFY2020 H.R. 1865 RSI (Section 75) Funding Railcar Acquisition & Rehab, Train Control, Vertical Improvements, Ventilation, & Platforms Phase II	\$148.5	\$110.7	\$37.8	09/30/2024

Note: Drawn numbers are from inception through 9/30/2021

1. This award must remain active until the final report is submitted.

# FTA AWARDS UPDATE (CONTINUED)

## Active Awards as of 9/30/2021 (Dollars in Millions)

Federal Award ID	Date of Award	Application Name	Federal Award	Drawn	Balance	POP End Date
DC-2020-017-01	08/14/2020	FFY20 5337 Rail System Rehabilitation, Railcar Preventive Maintenance, Railcar Procurement and HRO Facility	\$293.8	\$73.4	\$220.4	08/31/2023
DC-2021-001-00	12/23/2020	FY2020 VA CMAQ/DRPT Bus Replacement	\$4.3	\$4.3	\$0.0	06/30/2022
DC-2021-003-00	03/08/2021	FFY2020 5339 (c) Low-No Metrobus Zero-Emission Fleet Program	\$4.2	\$0.0	\$4.2	06/30/2024
DC-2021-005-00	04/13/2021	5307 (FY2018) Formula Bus Bridges Capital Program Support Services	\$3.9	\$3.9	\$0.0	09/30/2021
DC-2021-008-00	05/19/2021	WMATA FFY19 Section 5312 Public Safety Pilot Study	\$0.2	\$0.0	\$0.2	09/30/2022
DC-2021-010-00	06/01/2021	WMATA FFY21 Section 5307 CRRSAA Operating Assistance	\$713.9	\$206.5	\$507.4	09/30/2022
DC-2021-012-00	8/17/2021	FFY2021 5312 COVID-19 Research and Demonstration Project	\$0.6	\$0.0	\$0.6	12/15/2022
DC-2021-014-00	8/13/2021	FFY2021 5339 Bladensburg Bus Garage	\$10.9	\$0.0	\$10.9	06/30/2024
DC-2021-015-00	8/13/2021	ARPA Section 5307 - WMATA Operating Assistance	\$1,209.0	\$0.0	\$1,209.0	12/30/2024
DC-2021-017-00	9/7/2021	FFY2021 PRIIA WMATA Railcars Rehabilitation, Platform Rehab (Phase 3), Vertical Transportation, Automatic Train Control and Radio Infrastructure	\$148.5	\$42.0	\$106.5	06/30/2024
DC-2021-021-00	9/24/2021	FFY2021 VA CMAQ Bus Replacement (c)	\$4.1	\$0.0	\$4.1	06/30/2023

Note: Drawn numbers are from inception through 9/30/2021

# TABLE 1: CAPITAL PROGRAM FINANCIALS BY INVESTMENT CATEGORY

Dollar amounts are in millions.

Capital Investments	FY2022 Current Budget	FY2022 Actuals YTD	YTD % Forecast Expended
Acquisition	122.7	4.1	3%
Maintenance & Overhaul	124.8	16.4	13%
Maintenance Facilities	84.2	8.1	10%
<b>Railcar and Railcar Facilities</b>	<b>\$331.7</b>	<b>\$28.6</b>	<b>9%</b>
Propulsion	73.6	25.0	34%
Signals & Communications	164.2	19.7	12%
<b>Rail Systems</b>	<b>\$237.8</b>	<b>\$44.7</b>	<b>19%</b>
Fixed Rail	134.9	22.6	17%
Structures	175.9	22.9	13%
<b>Track and Structures Rehabilitation</b>	<b>\$310.8</b>	<b>\$45.5</b>	<b>15%</b>
Platforms & Structures	591.9	164.9	28%
Vertical Transportation	61.6	12.8	21%
Station Systems	177.8	40.5	23%
<b>Stations and Passenger Facilities</b>	<b>\$831.4</b>	<b>\$218.2</b>	<b>26%</b>
Acquisition	85.8	20.5	24%
Maintenance & Overhaul	82.9	10.7	13%
Maintenance Facilities	80.3	24.1	30%
Passenger Facilities & Systems	46.4	4.2	9%
<b>Bus, Bus Facilities and Paratransit</b>	<b>\$295.4</b>	<b>\$59.6</b>	<b>20%</b>
IT	135.3	18.8	14%
MTPD	7.0	(0.2)	0%
Support Equipment & Services	441.4	124.6	28%
<b>Business and Operations Support</b>	<b>\$583.7</b>	<b>\$143.2</b>	<b>25%</b>
<b>Total Capital Programs</b>	<b>\$2,590.9</b>	<b>\$539.9</b>	<b>21%</b>

# TABLE 2: CAPITAL PROGRAM FINANCIALS AND ADJUSTMENTS

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

CIP	PROJECT NAME	FY2022 FORECAST RANGE	FY2022 ORIGINAL BUDGET	BUDGET ADJUSTMENTS	FY2022 CURRENT BUDGET	FY2022 YTD ACTUALS	YTD % BUDGET EXPENDED
CIP0059	8000-Series Railcars	37.9 - 42.9	66.2	-	66.2	1.3	2%
CIP0256	7000-Series Railcars	36.0 - 43.0	54.4	-	54.4	2.7	5%
CRB0019_1	Silver Line Phase 1 Railcars	0.0 - 5.5	2.2	-	2.2	-	0%
<b>Railcar Acquisition</b>		<b>73.9 - 91.4</b>	<b>122.7</b>	<b>-</b>	<b>122.7</b>	<b>4.1</b>	<b>3%</b>
CIP0063	Rail Vehicle Rehabilitation Program	56.9 - 64.9	64.8	-	64.8	11.7	18%
CIP0067	Rail Vehicle Safety & Reliability Improvements	4.0 - 4.0	0.7	0.4	1.1	0.0	3%
CIP0142	Rail Vehicle Preventive Maintenance	59.0 - 59.0	59.0	-	59.0	4.7	8%
<b>Railcar Maintenance/Overhaul</b>		<b>120.0 - 128.0</b>	<b>124.4</b>	<b>0.4</b>	<b>124.8</b>	<b>16.4</b>	<b>13%</b>
CIP0204	Railcar Rooftop Access Platform	3.4 - 3.4	2.6	-	2.6	1.5	59%
CIP0225	Heavy Repair and Overhaul Facility	36.0 - 50.0	78.4	(3.1)	75.3	2.9	4%
CIP0279	Railyard Shop Equipment Replacement	0.9 - 0.9	0.9	-	0.9	0.1	14%
CIP0283	Major Railcar Maintenance Equipment State of Good	5.0 - 5.0	3.3	-	3.3	3.3	102%
CIP0284	Railyard Facility and Site Rehabilitation	0.9 - 0.9	2.1	-	2.1	0.3	14%
CIP8005	D&E Rail Yard Improvements	0.5 - 0.5	-	-	-	(0.0)	
<b>Railcar Maintenance Facilities</b>		<b>46.7 - 60.7</b>	<b>87.3</b>	<b>(3.1)</b>	<b>84.2</b>	<b>8.1</b>	<b>10%</b>
<b>Railcar and Railcar Facilities Investments</b>		<b>240.6 - 280.1</b>	<b>334.4</b>	<b>(2.7)</b>	<b>331.7</b>	<b>28.6</b>	<b>9%</b>
CIP0076	Rail System Power Upgrades	33.3 - 39.3	25.7	-	25.7	13.7	53%
CIP0253	Traction Power State of Good Repair	35.3 - 40.3	46.3	-	46.3	11.3	24%
CIP0286	Power Generator Replacement	0.6 - 0.6	0.7	-	0.7	0.0	3%
CIP8007	D&E Electrical Improvements	0.6 - 0.6	1.0	-	1.0	0.0	2%
<b>Propulsion</b>		<b>69.8 - 80.8</b>	<b>73.6</b>	<b>-</b>	<b>73.6</b>	<b>25.0</b>	<b>34%</b>
CIP0133	Train Detection and Warning System	2.1 - 2.1	0.1	-	0.1	1.0	1199%
CIP0136	Radio Infrastructure Replacement	42.8 - 52.8	85.6	(37.8)	47.8	11.1	23%
CIP0139	Safety Audit Recommendations	2.1 - 2.1	6.8	-	6.8	0.4	6%
CIP0232	ATC System Upgrades	-8.0 - 3.0	-	-	-	0.1	
CIP0251	Automatic Train Control State of Good Repair	51.6 - 62.6	67.1	-	67.1	7.0	10%
CIP0257	Emergency Trip Station (ETS) Rehabilitation	1.4 - 1.4	3.0	0.5	3.5	0.0	1%
CIP0332	Fiber Optic Cable Installation	15.2 - 20.2	1.0	37.8	38.8	-	0%
<b>Signals &amp; Communications</b>		<b>107.2 - 144.2</b>	<b>163.7</b>	<b>0.5</b>	<b>164.2</b>	<b>19.7</b>	<b>12%</b>
<b>Rail Systems Investments</b>		<b>177.0 - 225.0</b>	<b>237.3</b>	<b>0.5</b>	<b>237.8</b>	<b>44.7</b>	<b>19%</b>
CIP0024	Track Rehabilitation Program	70.3 - 74.3	92.7	(15.4)	77.3	18.3	24%
CIP0025	Roadway Equipment and Vehicle Program	10.0 - 15.0	12.6	-	12.6	0.7	6%
CIP0065	Track Geometry Vehicle	0.6 - 0.6	-	-	-	0.2	
CIP0246	General Engineering	10.1 - 12.1	2.6	8.6	11.1	1.7	15%
CIP0247	Emergency Construction and Emerging Needs Program	5.4 - 5.4	52.0	(22.6)	29.4	0.6	2%

# TABLE 2: CAPITAL PROGRAM FINANCIALS AND ADJUSTMENTS (CONTINUED)

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

CIP	PROJECT NAME	FY2022 FORECAST RANGE	FY2022 ORIGINAL BUDGET	BUDGET ADJUSTMENTS	FY2022 CURRENT BUDGET	FY2022 YTD ACTUALS	YTD % BUDGET EXPENDED
CIP0261	Rail Tunnel Lighting Replacement	3.8 - 3.8	1.5	-	1.5	0.9	59%
CIP8011	D&E Fixed Rail Improvements	0.8 - 0.8	3.0	-	3.0	0.2	6%
<b>Fixed Rail</b>		<b>101.0 - 112.0</b>	<b>164.3</b>	<b>(29.4)</b>	<b>134.9</b>	<b>22.6</b>	<b>17%</b>
CIP0262	Tunnel Water Leak Mitigation	10.9 - 10.9	8.0	-	8.0	0.4	5%
CIP0291	Tunnel Ventilation Improvements	1.6 - 1.6	9.4	-	9.4	0.1	1%
CIP0294	Bridge Rehabilitation Program	3.5 - 3.5	6.2	(2.7)	3.5	0.1	4%
CIP0356	Tunnel Ventilation Improvements - Red Line Pilot	35.5 - 45.5	29.6	-	29.6	9.7	33%
CIP8013	D&E Track Structures Improvements	3.6 - 3.6	2.4	-	2.4	0.7	31%
CIP0348	Structural Rehabilitation - Package 1	48.9 - 57.9	87.7	-	87.7	8.5	10%
CIP0349	Yellow Line Tunnel and Bridge Rehabilitation	25.5 - 33.5	35.3	-	35.3	3.3	9%
<b>Structures</b>		<b>129.5 - 156.5</b>	<b>178.6</b>	<b>(2.7)</b>	<b>175.9</b>	<b>22.9</b>	<b>13%</b>
<b>Track and Structures Rehabilitation Investments</b>		<b>230.5 - 268.5</b>	<b>342.9</b>	<b>(32.1)</b>	<b>310.8</b>	<b>45.5</b>	<b>15%</b>
CIP0035	Bicycle and Pedestrian Facility Rehabilitation	2.1 - 2.1	1.6	1.7	3.3	0.2	5%
CIP0087	Station and Facility Restoration Program	14.0 - 14.0	14.4	-	14.4	3.3	23%
CIP0088	Station Entrance Canopy Installation	5.6 - 5.6	4.2	-	4.2	0.6	14%
CIP0152	Parking Garage and Surface Lot Rehabilitation	13.2 - 15.2	21.6	-	21.6	2.9	13%
CIP0218	Metrorail Station Improvements	0.4 - 0.4	-	-	-	0.1	
CIP0271	Metrorail Station Emergency Gates Replacement	1.0 - 1.0	-	-	-	0.0	
CIP0274	Grosvenor Parking Garage Joint Development	2.0 - 2.0	-	-	-	1.1	
CIP0297	Union Station Improvements	3.1 - 3.1	7.3	-	7.3	0.1	2%
CIP0302	Huntington Station Parking Garage Replacement	2.2 - 2.2	1.3	-	1.3	0.0	0%
CIP0305	Rail Passenger Facility State of Good Repair Program	0.1 - 0.1	-	-	-	0.0	
CIP0306	Station Platform Rehabilitation - Phase 1	0.1 - 0.1	-	-	-	(0.0)	
CIP0307	Station Platform Rehabilitation - Phase 2	1.1 - 1.1	3.1	-	3.1	1.2	40%
CIP0308	Station Platform Rehabilitation - Phase 3	131.4 - 139.4	144.8	-	144.8	114.2	79%
CIP0310	Station Platform Rehabilitation - Phase 4	165.2 - 175.2	220.3	-	220.3	12.4	6%
CIP0345	Shady Grove Stairway	0.5 - 0.5	-	-	-	0.1	
CIP0352	Rail Station Platform Canopy Rehabilitation Program	3.1 - 3.1	2.0	-	2.0	0.1	4%
CRB0013	Potomac Yard Station Construction	108.7 - 128.7	149.5	-	149.5	24.0	16%
CRB0020	Silver Line Phase 2 Construction Support	22.1 - 22.1	10.8	-	10.8	3.8	36%
CRB0127	Purple Line Construction Support	4.3 - 4.3	4.1	-	4.1	0.5	13%
CRB0134	Wheaton Parking Improvements	0.8 - 0.8	-	-	-	-	
CIP8015	D&E Rail Station Improvements	2.3 - 2.3	5.3	-	5.3	0.2	4%
<b>Platforms &amp; Structures</b>		<b>483.2 - 523.2</b>	<b>590.2</b>	<b>1.7</b>	<b>591.9</b>	<b>164.9</b>	<b>28%</b>
CIP0072	Elevator Rehabilitation Program	7.2 - 7.2	9.0	-	9.0	0.6	6%
CIP0073	Escalator Rehabilitation Program	20.4 - 22.4	19.6	-	19.6	4.5	23%



# TABLE 2: CAPITAL PROGRAM FINANCIALS AND ADJUSTMENTS (CONTINUED)

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

CIP	PROJECT NAME	FY2022 FORECAST RANGE	FY2022 ORIGINAL BUDGET	BUDGET ADJUSTMENTS	FY2022 CURRENT BUDGET	FY2022 YTD ACTUALS	YTD % BUDGET EXPENDED
CIP0132	Escalator and Elevator Overhaul Program	11.5 - 11.5	6.6	-	6.6	1.8	27%
CIP0185	Escalator Replacement	16.8 - 20.8	33.7	(7.3)	26.4	6.0	23%
<b>Vertical Transportation</b>		<b>55.8 - 61.8</b>	<b>68.9</b>	<b>(7.3)</b>	<b>61.6</b>	<b>12.8</b>	<b>21%</b>
CIP0145	Facility Security Monitoring Equipment Program	8.1 - 12.1	7.0	-	7.0	1.5	22%
CIP0151	Rail Station Cooling Rehabilitation Program	5.3 - 5.3	10.2	-	10.2	0.6	6%
CIP0219	Rail Station Lighting Improvements	11.6 - 14.6	26.1	-	26.1	1.2	5%
CIP0241	Flood Resiliency Infrastructure Upgrades	1.7 - 1.7	0.7	-	0.7	0.1	21%
CIP0242	Rail System Drainage Rehabilitation Program	6.9 - 6.9	15.1	-	15.1	0.6	4%
CIP0252	Low Voltage Power State of Good Repair	29.3 - 35.3	36.0	-	36.0	8.2	23%
CIP0255	Fare Collection Modernization	73.3 - 85.3	56.9	-	56.9	26.6	47%
CIP0258	Station And Tunnel Fire Alarm Rehabilitation	2.1 - 2.1	7.1	-	7.1	0.5	7%
CIP0272	Digital Display and Wayfinding Improvements	1.7 - 1.7	-	0.8	0.8	(1.4)	0%
CIP0276	Art in Transit and Station Commercialization Program	0.3 - 0.3	0.3	0.1	0.4	0.2	54%
CIP0341	Rail System Standpipe Replacement Program	10.9 - 10.9	8.1	-	8.1	2.2	27%
CIP8019	D&E Revenue Facility Improvement	1.1 - 1.1	8.5	1.0	9.5	-	0%
<b>Station Systems</b>		<b>152.1 - 177.1</b>	<b>175.9</b>	<b>1.9</b>	<b>177.8</b>	<b>40.5</b>	<b>23%</b>
<b>Stations and Passenger Facilities Investments</b>		<b>691.1 - 762.1</b>	<b>835.1</b>	<b>(3.7)</b>	<b>831.4</b>	<b>218.2</b>	<b>26%</b>
CIP0006	Bus Fleet Acquisition Program	60.3 - 68.3	65.0	-	65.0	20.0	31%
CIP0015	MetroAccess Fleet Acquisition	15.2 - 20.2	16.0	-	16.0	0.4	3%
CIP0355	Zero Emission Bus Acquisition and Evaluation	11.6 - 11.6	4.5	-	4.5	0.2	4%
CIP8021	D&E Bus & Paratransit Improvements	0.3 - 0.3	0.3	-	0.3	(0.0)	0%
<b>Bus and Paratransit Acquisition</b>		<b>87.4 - 100.4</b>	<b>85.8</b>	<b>-</b>	<b>85.8</b>	<b>20.5</b>	<b>24%</b>
CIP0002	Bus Onboard Location Equipment and Software Program	4.6 - 4.6	4.0	-	4.0	-	0%
CIP0004	Bus Maintenance Equipment Replacement Program	5.3 - 5.3	2.5	-	2.5	0.1	3%
CIP0005	Bus Vehicle Rehabilitation Program	63.6 - 73.6	66.4	-	66.4	10.7	16%
CIP0007	Bus Closed Circuit Television Replacement Program	5.5 - 5.5	9.0	-	9.0	0.0	0%
CIP0143	Bus Vehicle Preventive Maintenance	1.0 - 1.0	1.0	-	1.0	-	0%
<b>Bus Maintenance/Overhaul</b>		<b>79.8 - 89.8</b>	<b>82.9</b>	<b>-</b>	<b>82.9</b>	<b>10.7</b>	<b>13%</b>
CIP0311	Bladensburg Bus Garage Replacement	37.9 - 47.9	58.7	-	58.7	17.5	30%
CIP0312	Four Mile Run Bus Garage Rehabilitation	0.5 - 0.5	4.5	-	4.5	-	0%
CIP0315	Northern Bus Garage Replacement	24.3 - 30.3	17.0	-	17.0	6.6	39%
CIP0319	Bus Maintenance Facility State of Good Repair Program	0.1 - 0.1	0.1	-	0.1	0.0	1%
CIP8025	D&E Bus Maintenance Facility Improvements	0.5 - 0.5	-	-	-	-	-
<b>Bus Maintenance Facilities</b>		<b>63.3 - 79.3</b>	<b>80.3</b>	<b>-</b>	<b>80.3</b>	<b>24.1</b>	<b>30%</b>
CIP0220	Bus Planning Studies Program	1.2 - 1.2	1.3	0.4	1.6	0.0	0%
CIP0221	Bus Customer Facility Improvements	9.2 - 9.2	11.1	0.6	11.6	1.4	12%

# TABLE 2: CAPITAL PROGRAM FINANCIALS AND ADJUSTMENTS (CONTINUED)

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

CIP	PROJECT NAME	FY2022 FORECAST RANGE	FY2022 ORIGINAL BUDGET	BUDGET ADJUSTMENTS	FY2022 CURRENT BUDGET	FY2022 YTD ACTUALS	YTD % BUDGET EXPENDED
CIP0254	Bus Priority Program Development	3.1 - 3.1	2.2	-	2.2	0.7	32%
CIP0266	Historic Bus Loop and Facility Rehabilitation	2.6 - 2.6	3.3	-	3.3	1.0	30%
CIP0275	New Carrollton Garage and Bus Bays	18.6 - 25.6	27.0	-	27.0	1.0	4%
CIP0322	Bus Passenger Facilities Systems Future	0.7 - 0.7	-	0.2	0.2	-	0%
CIP0326	Real-time Bus and Rail Data Feed Development	0.4 - 0.4	0.4	-	0.4	0.1	16%
<b>Bus Passenger Facilities/Systems</b>		<b>35.8 - 42.8</b>	<b>45.3</b>	<b>1.1</b>	<b>46.4</b>	<b>4.2</b>	<b>9%</b>
<b>Bus, Bus Facilities and Paratransit Investments</b>		<b>266.3 - 312.3</b>	<b>294.3</b>	<b>1.1</b>	<b>295.4</b>	<b>59.6</b>	<b>20%</b>
CIP0042	Asset Management Software Improvements	0.2 - 0.2	1.0	-	1.0	0.0	1%
CIP0043	Bus Scheduling and Operations Software Improvements	2.2 - 2.2	2.0	-	2.0	0.1	4%
CIP0052	Network and Communications	0.1 - 0.1	-	-	-	0.1	
CIP0054	Customer Electronic Communications & Outreach	0.1 - 0.1	-	-	-	0.1	
CIP0056	Rail Service Management Software Improvements	8.1 - 8.1	8.5	1.1	9.6	1.9	20%
CIP0259	Employee Timekeeping System	3.0 - 3.0	1.7	-	1.7	1.1	67%
CIP0269	Asset Management Software	1.9 - 1.9	1.9	-	1.9	3.2	169%
CIP0330	Information Technology Data Center	63.3 - 74.3	36.8	-	36.8	1.5	4%
CIP0331	Enterprise Resource Planning Software Replacement	3.5 - 3.5	6.3	-	6.3	0.2	2%
CIP0342	Information Technology Hardware State of Good Repair	19.6 - 19.6	23.6	-	23.6	2.2	10%
CIP0343	Information Technology Software State of Good Repair	31.5 - 31.5	33.9	-	33.9	6.6	20%
CIP0344	IT Program Management Support	1.7 - 1.7	1.8	-	1.8	0.3	18%
CIP0354	Enterprise Resource Planning Software Upgrade	0.9 - 0.9	6.6	(2.7)	3.9	0.1	3%
CIP0357	Cyber Legacy Technology	3.7 - 3.7	-	0.5	0.5	-	0%
CIP8029	D&E Information Technology Improvements	11.9 - 11.9	12.3	-	12.3	1.4	11%
<b>IT</b>		<b>151.5 - 162.5</b>	<b>136.4</b>	<b>(1.1)</b>	<b>135.3</b>	<b>18.8</b>	<b>14%</b>
CIP0102	Police District III Substation	3.6 - 5.6	7.3	(1.0)	6.3	(0.0)	0%
CIP0127	Transit Police Support Equipment	1.7 - 1.7	0.5	-	0.5	(0.2)	0%
CIP8031	D&E Metro Transit Police Improvements	0.0 - 0.0	0.3	-	0.3	-	0%
<b>MTPD</b>		<b>5.3 - 7.3</b>	<b>8.1</b>	<b>(1.0)</b>	<b>7.0</b>	<b>(0.2)</b>	<b>0%</b>
CIP0009	Service Vehicle Acquisition Program	12.4 - 12.4	12.4	-	12.4	0.1	1%
CIP0010	Environmental Compliance Program	3.6 - 4.6	2.9	-	2.9	0.2	5%
CIP0029	Warehouse Vertical Store Unit	0.7 - 0.7	-	-	-	-	
CIP0030	Currency Processing Machines	0.1 - 0.1	-	0.2	0.2	-	0%
CIP0033	Revenue Facility Equipment Replacement	0.3 - 0.3	0.4	-	0.4	-	0%
CIP0034	Revenue Collection Facility Rehabilitation	0.0 - 0.0	2.1	-	2.1	0.0	0%
CIP0036	Procurement Program Support	9.5 - 9.5	1.9	-	1.9	0.5	24%
CIP0039	System Planning and Development	3.6 - 3.6	3.4	-	3.4	0.3	9%
CIP0099	Joint Development Program Support	1.7 - 1.7	-	-	-	0.3	

# TABLE 2: CAPITAL PROGRAM FINANCIALS AND ADJUSTMENTS (CONTINUED)

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

CIP	PROJECT NAME	FY2022 FORECAST RANGE	FY2022 ORIGINAL BUDGET	BUDGET ADJUSTMENTS	FY2022 CURRENT BUDGET	FY2022 YTD ACTUALS	YTD % BUDGET EXPENDED
CIP0101	Internal Compliance Capital Management Support	1.4 - 1.4	1.0	-	1.0	(0.1)	0%
CIP0131	Capital Program Financing Support	0.6 - 0.6	1.9	-	1.9	0.1	5%
CIP0150	Support Facility Fire System Rehabilitation	1.2 - 1.2	0.5	-	0.5	0.4	72%
CIP0170	Facility Roof Rehabilitation and Replacement	8.3 - 8.3	11.8	2.6	14.4	1.5	11%
CIP0197	Support Facility Improvements	2.5 - 2.5	0.0	2.4	2.5	0.1	3%
CIP0212	Sustainability/Resiliency Program	2.3 - 2.3	3.0	-	3.0	0.5	17%
CIP0213	Capital Program Development Support	21.4 - 23.4	17.5	1.5	19.0	6.3	33%
CIP0231	Good Luck Road Facility	2.7 - 2.7	0.9	-	0.9	1.4	161%
CIP0270	Capital Delivery Program Support	28.3 - 31.3	35.4	-	35.4	8.2	23%
CIP0273	Support Facility Rehabilitation	5.9 - 5.9	3.3	1.6	4.9	1.6	32%
CIP0277	Supply Chain Modernization	0.1 - 0.1	0.5	-	0.5	-	0%
CIP0324	Capital Program Financial Support	0.5 - 0.5	3.4	-	3.4	0.0	1%
CIP0335	Office Consolidation - District of Columbia	76.5 - 86.5	56.6	30.7	87.3	21.9	25%
CIP0336	Facility Energy Management Upgrades	0.2 - 0.2	0.2	-	0.2	0.0	7%
CIP0337	Office Consolidation - Virginia	125.0 - 140.0	145.5	-	145.5	37.2	26%
CIP0338	Office Consolidation - Maryland	106.5 - 127.5	92.8	-	92.8	43.5	47%
CIP0347	Accounting Capital Program Support	0.9 - 0.9	-	-	-	0.4	
CRB0005	Planning Support for the District of Columbia	1.8 - 1.8	1.0	-	1.0	0.0	5%
CRB0009	Planning Support for Maryland Jurisdictions	1.8 - 1.8	1.0	-	1.0	0.0	2%
CRB0018	Planning Support for Virginia Jurisdictions	1.8 - 1.8	1.0	-	1.0	0.1	10%
CIP8033	D&E Support Equipment Improvements	1.1 - 1.1	1.6	-	1.6	0.1	5%
CIP8034	Future Support Equipment Projects	0.3 - 0.3	0.3	-	0.3	-	0%
SCOVID-19_06	COVID-19 IT: Equipment & Services	0.0 - 0.0	-	-	-	0.1	
<b>Support Equipment/Services</b>		<b>423.0 - 475.0</b>	<b>402.4</b>	<b>39.0</b>	<b>441.4</b>	<b>124.6</b>	<b>28%</b>
<b>Business and Operations Support Investments</b>		<b>579.7 - 644.7</b>	<b>546.8</b>	<b>36.9</b>	<b>583.7</b>	<b>143.2</b>	<b>25%</b>
<b>Total Capital Program</b>		<b>2,185.3 - 2,492.8</b>	<b>2,590.9</b>	<b>-</b>	<b>2,590.9</b>	<b>539.9</b>	<b>21%</b>

# TABLE 3: SOURCE OF FUNDS (BUDGETED VS. YTD SPEND)

Dollar amounts are expressed in millions.

	FY2022 CURRENT BUDGET	FY2022 YTD SPEND
Federal Formula	\$324.7	\$58.3
PRIIA	\$148.5	\$59.4
Other Federal	\$15.7	\$4.5
<b>Total Federal</b>	<b>\$488.9</b>	<b>\$122.2</b>
Match & System Performance	\$276.4	\$53.6
PRIIA Match	\$148.5	\$59.4
Dedicated Funding	\$500.0	\$92.4
Congestion Mitigation and Air Quality (CMAQ)	\$1.0	\$1.1
Jurisdictional Reimbursable	\$169.5	\$42.1
<b>Total Jurisdictional</b>	<b>\$1,095.5</b>	<b>\$248.6</b>
<b>Debt</b>	<b>\$1,023.5</b>	<b>\$97.2</b>
<b>Net Accruals</b>		<b>\$71.9</b>
<b>Total<sup>1</sup></b>	<b>\$2,607.9</b>	<b>\$539.9</b>

1. Budget total includes \$17.0 million for revenue loss from capital projects.

# TABLE 4: CAPITAL PROGRAM CASH EXPENDITURES BY FUND SOURCE

CIP	PROJECT NAME	FY2022 CURRENT BUDGET	FY2022 ACTUALS <sup>1,2</sup>	FORMULA <sup>3</sup>	RSI (FORMERLY PRIIA) <sup>3</sup>	OTHER FEDERAL <sup>3</sup>	SYSTEM PERFORMANCE	REIMBURSABLE/ PLANNING/ OTHER	DEBT	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>4</sup>
CIP0059	8000-Series Railcars	66,196,000	1,317,242	-	-	-	-	-	7,954,570	21,668	20,272	14,779	3,976	(6,698,024)
CIP0256	7000-Series Railcars	54,371,000	2,739,214	-	1,164	-	6,951,870	-	-	396,789	371,226	270,630	72,809	(5,325,275)
CRB0019	Silver Line Phase 1 Railcars	2,175,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>Railcar Acquisition</b>		<b>122,742,000</b>	<b>4,056,456</b>	-	<b>1,164</b>	-	<b>6,951,870</b>	-	<b>7,954,570</b>	<b>418,458</b>	<b>391,498</b>	<b>285,409</b>	<b>76,785</b>	<b>(12,023,299)</b>
CIP0063	Rail Vehicle Rehabilitation Program	64,764,636	11,703,304	-	11,431,659	-	13,796	-	-	33,900	31,716	23,121	6,220	162,892
CIP0067	Rail Vehicle Safety & Reliability	1,050,000	33,670	-	-	-	-	-	8,436	100,540	94,063	68,573	18,449	(256,391)
CIP0142	Rail Vehicle Preventive Maintenance	59,000,000	4,698,060	4,698,616	-	-	-	-	-	-	-	-	-	(556)
<b>Railcar Maintenance/Overhaul</b>		<b>124,814,636</b>	<b>16,435,034</b>	<b>4,698,616</b>	<b>11,431,659</b>	-	<b>13,796</b>	-	<b>8,436</b>	<b>134,440</b>	<b>125,778</b>	<b>91,695</b>	<b>24,669</b>	<b>(94,055)</b>
CIP0204	Railcar Rooftop Access Platform	2,573,000	1,511,225	-	-	-	-	-	-	527,622	493,629	359,865	96,816	33,293
CIP0225	Heavy Repair and Overhaul Facility	75,300,000	2,916,911	1,842,325	-	-	2,059	-	39,974	274,157	256,494	186,989	50,307	264,608
CIP0279	Railyard Shop Equipment Replacement	900,000	128,900	-	-	-	-	-	-	46,017	43,053	31,386	8,444	-
CIP0283	Major Railcar Maintenance Equipment State of Good Repair	3,259,000	3,310,295	-	-	-	-	-	-	343,703	321,560	234,423	63,068	2,347,540
CIP0284	Railyard Facility and Site Rehabilitation	2,140,000	297,569	-	-	-	-	-	-	140,965	131,884	96,145	25,867	(97,292)
<b>Railcar Maintenance Facilities</b>		<b>84,172,000</b>	<b>8,129,900</b>	<b>1,842,325</b>	-	-	<b>5,663</b>	-	<b>39,974</b>	<b>1,332,465</b>	<b>1,246,620</b>	<b>908,808</b>	<b>244,502</b>	<b>2,509,545</b>
<b>Railcar and Railcar Facilities Investments</b>		<b>331,728,636</b>	<b>28,621,390</b>	<b>6,540,941</b>	<b>11,432,823</b>	-	<b>6,971,329</b>	-	<b>8,002,981</b>	<b>1,885,362</b>	<b>1,763,896</b>	<b>1,285,912</b>	<b>345,956</b>	<b>(9,607,809)</b>
CIP0076	Rail System Power Upgrades	25,700,000	13,662,791	-	-	-	-	784,369	5,342,886	818,988	766,224	558,591	150,281	5,241,452
CIP0253	Traction Power State of Good Repair	46,254,324	11,315,697	6,866,101	-	-	-	-	-	437,654	409,458	298,502	80,308	3,223,675
CIP0286	Power Generator Replacement	725,000	20,851	-	-	-	-	-	-	16,033	15,000	10,936	2,942	(24,060)
CIP8007	D&E Electrical Improvements	964,000	15,875	-	-	-	15,875	-	-	-	-	-	-	-
<b>Propulsion</b>		<b>73,643,324</b>	<b>25,015,213</b>	<b>6,866,101</b>	-	-	<b>15,875</b>	<b>784,369</b>	<b>5,342,886</b>	<b>1,272,675</b>	<b>1,190,682</b>	<b>868,029</b>	<b>233,531</b>	<b>8,441,067</b>
CIP0133	Train Detection and Warning System	85,000	1,018,960	-	-	-	32,181	-	-	360,688	337,450	246,007	66,185	(23,550)
CIP0136	Radio Infrastructure Replacement	47,801,543	11,137,846	3,806	7,725,137	-	1,132,610	955,740	4,174	59,065	55,259	40,285	10,838	1,150,931
CIP0139	Safety Audit Recommendations	6,780,000	379,874	-	124,996	-	-	-	-	102,608	95,997	69,984	18,828	(32,540)
CIP0232	ATC System Upgrades	-	140,371	-	-	-	-	-	-	-	-	-	-	140,371
CIP0251	Automatic Train Control State of Good Repair	67,160,000	7,019,273	-	4,588,251	-	-	-	-	497,675	465,612	339,440	91,321	1,036,973
CIP0257	Emergency Trip Station (ETS) Rehabilitation	3,500,000	35,731	-	-	-	-	-	-	21,416	20,036	14,607	3,930	(24,257)
CIP0332	Fiber Optic Cable Installation	38,837,000	-	-	-	-	-	-	-	803	752	548	147	(2,250)
CIP8009	D&E ATC & Communications Improvements	-	3,594	-	-	-	3,082	-	-	-	-	-	-	511
<b>Signals &amp; Communications</b>		<b>164,163,543</b>	<b>19,721,612</b>	<b>3,806</b>	<b>12,438,385</b>	-	<b>1,167,874</b>	<b>955,740</b>	<b>4,174</b>	<b>1,042,587</b>	<b>975,417</b>	<b>711,097</b>	<b>191,310</b>	<b>2,231,221</b>
<b>Rail Systems Investments</b>		<b>237,806,867</b>	<b>44,736,825</b>	<b>6,869,907</b>	<b>12,438,385</b>	-	<b>1,183,749</b>	<b>1,740,109</b>	<b>5,347,060</b>	<b>2,315,262</b>	<b>2,166,099</b>	<b>1,579,125</b>	<b>424,841</b>	<b>10,672,288</b>
CIP0024	Track Rehabilitation Program	77,288,441	18,284,012	8,395,035	-	-	1,182,102	-	-	2,574,912	2,409,021	1,756,220	472,486	1,494,236
CIP0025	Roadway Equipment and Vehicle Program	12,578,000	741,820	-	-	-	-	-	4,369	292,762	273,901	199,679	53,721	(82,612)
CIP0065	Track Geometry Vehicle	-	189,000	-	-	-	-	-	-	67,473	63,126	46,020	12,381	-
CIP0246	General Engineering	11,105,000	1,685,199	-	-	-	120,028	-	-	641,306	599,989	437,403	117,677	(231,204)
CIP0247	Emergency Construction and Emerging Needs Program	29,441,000	624,382	-	-	-	24,020	-	-	202,843	189,774	138,349	37,221	32,175
CIP0261	Rail Tunnel Lighting Replacement	1,500,000	886,399	-	-	-	240,312	-	-	106,219	99,375	72,447	19,491	348,555
CIP8011	D&E Fixed Rail Improvements	3,000,000	191,156	-	-	-	210,123	-	-	-	-	-	-	(18,967)
<b>Fixed Rail</b>		<b>134,912,441</b>	<b>22,601,967</b>	<b>8,395,035</b>	-	-	<b>1,776,586</b>	-	<b>4,369</b>	<b>3,885,514</b>	<b>3,635,187</b>	<b>2,650,117</b>	<b>712,976</b>	<b>1,542,183</b>
CIP0262	Tunnel Water Leak Mitigation	8,000,000	439,739	-	-	-	-	-	-	55,060	51,513	37,554	10,103	285,508
CIP0291	Tunnel Ventilation Improvements	9,400,000	55,660	-	-	-	-	-	-	40,956	38,318	27,934	7,515	(59,063)
CIP0292	Motor Control for Tunnel Fans	-	3,601	-	-	-	3,601	-	-	-	-	-	-	-
CIP0294	Bridge Rehabilitation Program	3,500,000	146,581	-	-	-	-	-	139,010	65,742	61,507	44,840	12,063	(176,581)
CIP0356	Tunnel Ventilation Improvements - Red Line Pilot	29,600,000	9,728,185	-	-	-	682,603	-	-	3,031,012	2,835,737	2,067,303	556,178	555,351
CIP8013	D&E Track Structures Improvements	2,350,000	720,303	-	-	-	238,471	-	-	-	-	-	-	481,832
CIP0348	Structural Rehabilitation - Package 1	87,700,000	8,494,523	-	-	-	-	-	-	1,664,786	1,557,531	1,135,468	305,481	3,831,257
CIP0349	Yellow Line Tunnel and Bridge Rehabilitation	35,348,850	3,347,914	-	-	-	114,994	-	-	311,615	291,539	212,537	57,180	2,360,048
<b>Structures</b>		<b>175,898,850</b>	<b>22,935,755</b>	-	-	-	<b>1,039,670</b>	-	<b>139,010</b>	<b>5,168,904</b>	<b>4,835,894</b>	<b>3,525,453</b>	<b>948,472</b>	<b>7,278,351</b>
<b>Track and Structures Rehabilitation Investments</b>		<b>310,811,291</b>	<b>45,537,721</b>	<b>8,395,035</b>	-	-	<b>2,816,256</b>	-	<b>143,379</b>	<b>9,054,419</b>	<b>8,471,081</b>	<b>6,175,570</b>	<b>1,661,448</b>	<b>8,820,534</b>
CIP0035	Bicycle and Pedestrian Facility Rehabilitation	3,340,000	165,053	-	-	-	-	-	-	5,399	5,052	3,683	991	149,928
CIP0087	Station and Facility Restoration Program	14,366,736	3,272,339	-	-	-	-	-	69,242	1,105,892	1,034,644	754,274	202,927	105,360
CIP0088	Station Entrance Canopy Installation	4,156,000	585,066	123,058	-	-	45,886	-	-	13,478	12,610	9,193	2,473	378,368
CIP0152	Parking Garage and Surface Lot Rehabilitation	21,600,000	2,855,110	1,928,945	-	-	32,228	-	43,932	153,196	143,326	104,487	28,111	420,886
CIP0218	Metrorail Station Improvements	-	69,672	-	-	-	-	-	-	27,430	25,663	18,709	5,033	(7,162)





# TABLE 4: CAPITAL PROGRAM CASH EXPENDITURES BY FUND SOURCE (CONTINUED)

CIP	PROJECT NAME	FY2022 CURRENT BUDGET	FY2022 ACTUALS <sup>1,2</sup>	FORMULA <sup>3</sup>	RSI (FORMERLY PRIIA) <sup>3</sup>	OTHER FEDERAL <sup>3</sup>	SYSTEM PERFORMANCE	REIMBURSABLE/ PLANNING/ OTHER	DEBT	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>4</sup>
CIP0271	Metrorail Station Emergency Gates Replacement	-	8,508	-	-	-	-	-	-	3,906	3,655	2,664	717	(2,434)
CIP0274	Grosvenor Parking Garage Joint Development	-	1,141,879	-	-	-	-	-	-	400,802	374,980	273,367	73,545	19,185
CIP0297	Union Station Improvements	7,300,000	137,207	-	-	-	-	-	-	90,204	84,393	61,524	16,552	(115,466)
CIP0302	Huntington Station Parking Garage Replacement	1,260,000	1,627	-	-	-	1,144	-	-	41,800	39,107	28,510	7,670	(116,603)
CIP0305	Rail Passenger Facility State of Good Repair Program	-	10,577	-	-	-	-	-	-	3,640	3,406	2,483	668	381
CIP0307	Station Platform Rehabilitation - Phase 2	3,100,000	1,232,257	-	-	-	12,022	-	869,346	4,776	4,468	3,257	876	337,510
CIP0308	Station Platform Rehabilitation - Phase 3	144,800,000	114,188,613	32	90,921,882	-	48,845	-	20,479,099	-	-	-	-	2,738,755
CIP0309	Huntington Station Additional Entrance	-	3,429	-	-	-	-	-	-	1,224	1,145	835	225	-
CIP0310	Station Platform Rehabilitation - Phase 4	220,300,000	12,441,251	-	-	-	-	-	36,740	213,961	200,176	145,932	39,261	11,805,180
CIP0345	Shady Grove Stairway	-	132,435	-	-	-	-	-	15,000	43,368	40,574	29,579	7,958	(4,045)
CIP0352	Rail Station Platform Canopy Rehabilitation Program	2,000,000	76,577	-	-	-	14,969	-	-	13,740	12,855	9,371	2,521	23,121
CRB0013	Potomac Yard Station Construction	149,500,000	24,045,705	-	-	-	-	34,285,859	-	-	-	-	-	(10,240,154)
CRB0020	Silver Line Phase 2 Construction Support	10,776,000	3,839,779	-	-	-	-	5,115,156	-	-	-	-	-	(1,275,377)
CRB0127	Purple Line Construction Support	4,068,000	522,545	-	-	-	-	623,274	-	-	-	-	-	(100,729)
CRB0133	Union Station Entrance	-	16,561	-	-	-	-	16,310	-	-	-	-	-	251
CIP8015	D&E Rail Station Improvements	5,340,000	206,469	-	-	-	150,571	-	-	21,862	20,454	14,911	4,012	(5,341)
<b>Platforms &amp; Structures</b>		<b>591,906,736</b>	<b>164,944,310</b>	<b>2,052,035</b>	<b>90,921,882</b>	-	<b>335,607</b>	<b>40,040,599</b>	<b>21,687,525</b>	<b>2,144,679</b>	<b>2,006,506</b>	<b>1,462,779</b>	<b>393,540</b>	<b>3,899,159</b>
CIP0072	Elevator Rehabilitation Program	9,000,000	579,725	-	(32,215)	-	-	-	-	119,344	111,655	81,399	21,899	277,642
CIP0073	Escalator Rehabilitation Program	19,643,917	4,464,220	-	2,161,165	-	-	-	-	17,537	16,407	11,961	3,218	2,253,932
CIP0132	Escalator and Elevator Overhaul Program	6,630,000	1,807,399	-	-	-	-	-	-	648,927	607,120	442,601	119,075	(10,325)
CIP0185	Escalator Replacement	26,360,000	5,962,876	-	1,848,197	-	-	-	-	50,584	47,325	34,501	9,282	3,972,986
<b>Vertical Transportation</b>		<b>61,633,917</b>	<b>12,814,219</b>	-	<b>3,977,148</b>	-	-	-	-	<b>836,392</b>	<b>782,507</b>	<b>570,462</b>	<b>153,474</b>	<b>6,494,236</b>
CIP0074	Parking Access and Collection Equipment Maintenance	-	22,626	-	-	-	-	-	-	9,849	9,215	6,718	1,807	(4,963)
CIP0145	Facility Security Monitoring Equipment Program	7,030,000	1,544,244	-	-	-	-	-	-	621,536	581,493	423,919	114,049	(196,753)
CIP0151	Rail Station Cooling Rehabilitation Program	10,234,000	645,514	95,623	-	-	154,032	-	-	73,623	68,880	50,214	13,509	189,633
CIP0219	Rail Station Lighting Improvements	26,055,000	1,227,426	308,130	-	-	-	-	-	355,108	332,230	242,202	65,161	(75,405)
CIP0241	Flood Resiliency Infrastructure Upgrades	688,000	143,677	-	-	-	112,858	-	-	26,720	24,998	18,224	4,903	(44,026)
CIP0242	Rail System Drainage Rehabilitation Program	15,100,000	612,383	-	-	-	123,375	-	-	55,077	51,529	37,565	10,106	334,730
CIP0252	Low Voltage Power State of Good Repair	35,978,969	8,247,242	6,381,524	-	-	530,373	-	-	36,249	33,913	24,723	6,651	1,233,808
CIP0255	Fare Collection Modernization	56,855,000	26,564,202	6,386,071	-	-	809,959	-	-	6,819,620	6,380,261	4,651,325	1,251,372	265,594
CIP0258	Station And Tunnel Fire Alarm Rehabilitation	7,118,000	496,249	-	8,562	-	-	-	-	138,267	129,359	94,305	25,372	100,384
CIP0272	Digital Display and Wayfinding Improvements	766,000	(1,414,708)	-	-	-	-	-	-	2,284	2,136	1,558	419	(1,421,104)
CIP0276	Art in Transit and Station Commercialization Program	410,000	219,382	-	-	-	67,892	-	-	-	-	-	-	151,491
CIP0341	Rail System Standpipe Replacement Program	8,100,000	2,150,821	-	-	-	72,641	-	-	604,077	565,159	412,011	110,846	386,087
CIP8019	D&E Revenue Facility Improvement	9,500,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>Station Systems</b>		<b>177,834,969</b>	<b>40,459,059</b>	<b>13,171,349</b>	<b>8,562</b>	-	<b>1,871,130</b>	-	-	<b>8,742,410</b>	<b>8,179,173</b>	<b>5,962,764</b>	<b>1,604,195</b>	<b>919,475</b>
<b>Stations and Passenger Facilities Investments</b>		<b>831,375,622</b>	<b>218,217,588</b>	<b>15,223,384</b>	<b>94,907,592</b>	-	<b>2,206,737</b>	<b>40,040,599</b>	<b>21,687,525</b>	<b>11,723,481</b>	<b>10,968,186</b>	<b>7,996,005</b>	<b>2,151,209</b>	<b>11,312,870</b>
CIP0006	Bus Fleet Acquisition Program	65,000,000	19,949,569	15,467,332	-	5,606,444	185,329	-	-	-	-	-	-	(1,309,536)
CIP0015	MetroAccess Fleet Acquisition	16,008,400	412,892	238,800	-	-	335	-	-	681,877	637,946	465,074	125,122	(1,736,262)
CIP0355	Zero Emission Bus Acquisition and Evaluation	4,500,000	164,654	-	-	-	77,500	-	-	30,290	28,339	20,659	5,558	2,308
CIP8021	D&E Bus & Paratransit Improvements	250,000	(32,781)	-	-	-	39,719	-	-	-	-	-	-	(72,500)
<b>Bus and Paratransit Acquisition</b>		<b>85,758,400</b>	<b>20,494,335</b>	<b>15,706,132</b>	-	<b>5,606,444</b>	<b>302,884</b>	-	-	<b>712,167</b>	<b>666,285</b>	<b>485,734</b>	<b>130,680</b>	<b>(3,115,990)</b>
CIP0002	Bus Onboard Location Equipment and Software Program	4,000,000	-	-	-	-	-	-	-	-	-	-	-	-

# TABLE 4: CAPITAL PROGRAM CASH EXPENDITURES BY FUND SOURCE (CONTINUED)

CIP	PROJECT NAME	FY2022 CURRENT BUDGET	FY2022 ACTUALS <sup>1,2</sup>	FORMULA <sup>3</sup>	RSI (FORMERLY PRIIA) <sup>3</sup>	OTHER FEDERAL <sup>3</sup>	SYSTEM PERFORMANCE	REIMBURSABLE/ PLANNING/ OTHER	DEBT	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>4</sup>
CIP0004	Bus Maintenance Equipment Replacement Program	2,500,000	72,894	-	-	-	-	-	-	23,740	22,211	16,192	4,356	6,395
CIP0005	Bus Vehicle Rehabilitation Program	66,398,251	10,664,800	9,610,357	-	-	1,970,507	-	-	52,003	48,652	35,468	9,542	(1,061,728)
CIP0007	Bus Closed Circuit Television Replacement Program	9,000,000	1,320	-	-	-	-	-	-	471	441	322	86	-
CIP0143	Bus Vehicle Preventive Maintenance	1,000,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bus Maintenance/Overhaul</b>		<b>82,898,251</b>	<b>10,739,014</b>	<b>9,610,357</b>	-	-	<b>1,970,507</b>	-	-	<b>76,214</b>	<b>71,304</b>	<b>51,982</b>	<b>13,985</b>	<b>(1,055,334)</b>
CIP0311	Bladensburg Bus Garage Replacement	58,700,000	17,481,217	100,578	-	-	186,474	-	501,657	16,696	15,620	11,387	3,064	16,645,742
CIP0312	Four Mile Run Bus Garage Rehabilitation	4,500,000	-	-	-	-	-	-	-	-	-	-	-	-
CIP0315	Northern Bus Garage Replacement	17,020,000	6,609,018	8,594,774	-	-	17,802	-	-	119,391	111,699	81,431	21,908	(2,337,987)
CIP0319	Bus Maintenance Facility State of Good Repair Program	120,000	1,478	-	-	-	260	-	-	-	-	-	-	1,218
<b>Bus Maintenance Facilities</b>		<b>80,340,000</b>	<b>24,091,713</b>	<b>8,695,351</b>	-	-	<b>204,536</b>	-	<b>501,657</b>	<b>136,087</b>	<b>127,320</b>	<b>92,818</b>	<b>24,971</b>	<b>14,308,973</b>
CIP0220	Bus Planning Studies Program	1,600,000	2,968	-	-	-	253,719	-	-	-	-	-	-	(250,751)
CIP0221	Bus Customer Facility Improvements	11,649,000	1,432,847	-	-	-	-	-	-	643,360	601,911	438,804	118,054	(369,283)
CIP0254	Bus Priority Program Development	2,247,300	712,003	-	-	-	536,160	-	-	75,074	70,237	51,204	13,776	(34,447)
CIP0266	Historic Bus Loop and Facility Rehabilitation	3,331,000	986,252	-	-	-	-	9,823	-	305,320	285,650	208,244	56,025	121,190
CIP0275	New Carrollton Garage and Bus Bays	27,000,000	1,040,121	-	-	-	-	-	-	314,160	293,920	214,273	57,647	160,120
CIP0322	Bus Passenger Facilities Systems Future	200,000	-	-	-	-	-	-	-	-	-	-	-	-
CIP0326	Real-time Bus and Rail Data Feed Development	400,000	62,000	-	-	-	19,000	-	-	8,211	7,682	5,600	1,507	20,000
CRB0012	King Street Station Bus Loop	-	5,965	-	-	-	-	4,740	-	-	-	-	-	1,225
<b>Bus Passenger Facilities/Systems</b>		<b>46,427,300</b>	<b>4,242,156</b>	-	-	-	<b>808,879</b>	<b>14,563</b>	-	<b>1,346,126</b>	<b>1,259,400</b>	<b>918,126</b>	<b>247,008</b>	<b>(351,947)</b>
<b>Bus, Bus Facilities and Paratransit Investments</b>		<b>295,423,951</b>	<b>59,567,217</b>	<b>34,011,840</b>	-	<b>5,606,444</b>	<b>3,286,805</b>	<b>14,563</b>	<b>501,657</b>	<b>2,270,594</b>	<b>2,124,309</b>	<b>1,548,659</b>	<b>416,644</b>	<b>9,785,702</b>
CIP0042	Asset Management Software Improvements	1,000,000	12,365	-	-	-	58,330	-	-	-	-	-	-	(45,965)
CIP0043	Bus Scheduling and Operations Software Improvements	2,000,000	86,038	-	-	-	40,971	-	-	3,322	3,108	2,266	610	35,763
CIP0049	Technology Improvements for Administrative Functions	-	38,440	-	-	-	36,989	-	-	23,777	22,245	16,217	4,363	(65,151)
CIP0052	Network and Communications	-	64,650	-	-	-	141,597	-	-	-	-	-	-	(76,947)
CIP0053	Network Operations Center NOC	-	19,286	-	-	-	19,286	-	-	-	-	-	-	-
CIP0054	Customer Electronic Communications & Outreach	-	112,407	-	-	-	-	-	-	93,496	87,472	63,769	17,156	(149,486)
CIP0056	Rail Service Management Software Improvements	9,594,000	1,874,402	-	-	-	1,634,956	-	-	-	-	-	-	239,446
CIP0259	Employee Timekeeping System	1,700,000	1,144,505	-	-	-	-	-	-	493,124	461,354	336,336	90,486	(236,796)
CIP0269	Asset Management Software	1,869,000	3,167,155	-	-	-	-	-	-	105,073	98,304	71,665	19,281	2,872,831
CIP0330	Information Technology Data Center	36,800,000	1,498,523	-	-	-	-	-	-	201,328	188,357	137,316	36,943	934,580
CIP0331	Enterprise Resource Planning Software Replacement	6,308,175	151,092	-	-	-	165,689	-	-	34,914	32,664	23,813	6,407	(112,394)
CIP0342	Information Technology Hardware State of Good Repair	23,561,000	2,249,550	-	-	-	211,415	-	-	2,084,383	1,950,095	1,421,654	382,476	(3,800,473)
CIP0343	Information Technology Software State of Good Repair	33,925,000	6,616,408	-	-	-	4,634,953	-	-	639,692	598,479	436,302	117,381	189,601
CIP0344	IT Program Management Support	1,800,000	321,862	-	-	-	287,495	-	-	-	-	-	-	34,367
CIP0354	Enterprise Resource Planning Software Upgrade	3,917,000	103,073	-	-	-	1,892	-	-	19,649	18,383	13,402	3,606	46,141
CIP0357	Cyber Legacy Technology	500,000	-	-	-	-	-	-	-	-	-	-	-	-
CIP8029	D&E Information Technology Improvements	12,346,000	1,381,499	-	-	-	1,321,998	-	-	-	-	-	-	59,502
<b>IT</b>		<b>135,320,175</b>	<b>18,841,256</b>	-	-	-	<b>8,555,570</b>	-	-	<b>3,698,758</b>	<b>3,460,463</b>	<b>2,522,740</b>	<b>678,707</b>	<b>(74,982)</b>
CIP0102	Police District III Substation	6,267,000	(1,405)	-	-	-	-	-	-	63	59	43	12	(1,580)
CIP0127	Transit Police Support Equipment	500,000	(240,872)	-	-	-	-	-	-	-	-	-	-	(240,872)
CIP8031	D&E Metro Transit Police Improvements	250,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>MTPD</b>		<b>7,017,000</b>	<b>(243,044)</b>	-	-	-	-	-	-	<b>63</b>	<b>59</b>	<b>43</b>	<b>12</b>	<b>(243,220)</b>
CIP0009	Service Vehicle Acquisition Program	12,400,000	115,523	-	-	-	20,715	-	-	689,876	645,430	470,530	126,589	(1,837,617)
CIP0010	Environmental Compliance Program	2,919,000	158,792	-	-	-	592,613	-	-	(132,787)	(124,232)	(90,567)	(24,366)	(61,869)
CIP0030	Currency Processing Machines	150,000	-	-	-	-	-	-	-	-	-	-	-	-
CIP0033	Revenue Facility Equipment Replacement	410,000	-	-	-	-	-	-	-	-	-	-	-	-

# TABLE 4: CAPITAL PROGRAM CASH EXPENDITURES BY FUND SOURCE (CONTINUED)

CIP	PROJECT NAME	FY2022 CURRENT BUDGET	FY2022 ACTUALS <sup>1,2</sup>	FORMULA <sup>3</sup>	RSI (FORMERLY PRIIA) <sup>3</sup>	OTHER FEDERAL <sup>3</sup>	SYSTEM PERFORMANCE	REIMBURSABLE/ PLANNING/ OTHER	DEBT	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>4</sup>
CIP0034	Revenue Collection Facility Rehabilitation	2,080,000	4,243	-	-	-	4,243	-	-	-	-	-	-	-
CIP0036	Procurement Program Support	1,940,000	465,166	-	-	-	451,205	-	-	-	-	-	-	13,961
CIP0039	System Planning and Development	3,432,000	314,294	-	-	-	315,279	-	-	-	-	-	-	(985)
CIP0099	Joint Development Program Support	-	277,357	-	-	-	50,379	-	-	56,334	52,704	38,422	10,337	69,180
CIP0101	Internal Compliance Capital Management Support	1,000,000	(53,858)	-	-	-	245,074	-	-	-	-	-	-	(298,932)
CIP0131	Capital Program Financing Support	1,900,000	93,646	-	-	-	15,000	-	-	28,077	26,268	19,150	5,152	-
CIP0150	Support Facility Fire System Rehabilitation	500,000	360,274	-	-	-	43,928	-	-	165,560	154,894	112,921	30,380	(147,409)
CIP0170	Facility Roof Rehabilitation and Replacement	14,426,000	1,531,481	1,872,837	-	-	-	-	-	70,123	65,605	47,828	12,867	(537,779)
CIP0197	Support Facility Improvements	2,465,000	63,963	-	-	-	-	-	-	41,525	38,850	28,322	7,620	(52,354)
CIP0212	Sustainability/Resiliency Program	3,000,000	507,743	-	-	-	-	-	-	147,982	138,448	100,931	27,154	93,228
CIP0213	Capital Program Development Support	19,025,000	6,289,986	-	-	-	2,951,601	-	-	1,031,426	964,976	703,485	189,262	449,235
CIP0231	Good Luck Road Facility	862,000	1,387,562	-	-	-	-	-	-	342,953	320,858	233,911	62,931	426,908
CIP0270	Capital Delivery Program Support	35,408,000	8,201,613	-	-	-	8,602,664	-	-	(1,035,360)	(968,656)	(706,168)	(189,984)	2,499,116
CIP0273	Support Facility Rehabilitation	4,910,000	1,577,382	-	-	-	-	-	-	548,050	512,742	373,798	100,565	42,227
CIP0277	Supply Chain Modernization	500,000	-	-	-	-	-	-	-	-	-	-	-	-
CIP0324	Capital Program Financial Support	3,355,000	35,579	-	-	-	31,409	-	-	1,489	1,393	1,015	273	-
CIP0335	Office Consolidation - District of Columbia	87,291,000	21,874,662	-	-	-	104,080	-	15,053,912	-	-	-	-	6,716,671
CIP0336	Facility Energy Management Upgrades	190,000	13,576	-	-	-	13,576	-	-	-	-	-	-	-
CIP0337	Office Consolidation - Virginia	145,533,000	37,192,957	-	-	-	1,408	-	21,435,464	-	-	-	-	15,756,085
CIP0338	Office Consolidation - Maryland	92,780,000	43,533,233	-	-	-	2,774	-	25,041,128	-	-	-	-	18,489,331
CIP0339	Rail Station Emergency Egress Improvements	-	-	-	-	-	-	-	-	-	-	-	-	-
CIP0347	Accounting Capital Program Support	-	365,170	-	-	-	357,387	-	-	-	-	-	-	7,782
CRB0005	Planning Support for the District of Columbia	1,000,000	48,899	-	-	-	-	54,536	-	-	-	-	-	(5,637)
CRB0009	Planning Support for Maryland Jurisdictions	1,000,000	21,675	-	-	-	-	136,894	-	-	-	-	-	(115,219)
CRB0018	Planning Support for Virginia Jurisdictions	1,000,000	98,248	-	-	-	-	137,981	-	-	-	-	-	(39,733)
CRB0099	Gallery Place Joint Development	-	13,925	-	-	-	-	-	-	-	-	-	-	13,925
CIP8033	D&E Support Equipment Improvements	1,647,000	87,481	-	-	-	155,720	-	-	32,758	30,648	22,343	6,011	(160,000)
CIP8034	Future Support Equipment Projects	250,000	-	-	-	-	-	-	-	-	-	-	-	-
SCOVID-19	COVID-19 IT: Equipment & Services	-	57,750	-	-	-	-	-	-	41,234	38,577	28,123	7,566	(57,750)
<b>Support Equipment/Services</b>		<b>441,373,000</b>	<b>124,638,322</b>	<b>1,872,837</b>	-	-	<b>13,959,054</b>	<b>329,410</b>	<b>61,530,504</b>	<b>2,029,241</b>	<b>1,898,506</b>	<b>1,384,045</b>	<b>372,357</b>	<b>41,262,367</b>
<b>Business and Operations Support Investments</b>		<b>583,710,175</b>	<b>143,236,534</b>	<b>1,872,837</b>	-	-	<b>22,514,625</b>	<b>329,410</b>	<b>61,530,504</b>	<b>5,728,062</b>	<b>5,359,028</b>	<b>3,906,827</b>	<b>1,051,075</b>	<b>40,944,166</b>
<b>Total Capital Program</b>		<b>2,590,856,542</b>	<b>539,917,276</b>	<b>72,913,943</b>	<b>118,778,799</b>	<b>5,606,444</b>	<b>38,979,501</b>	<b>42,124,681</b>	<b>97,213,106</b>	<b>32,977,179</b>	<b>30,852,599</b>	<b>22,492,099</b>	<b>6,051,174</b>	<b>71,927,750</b>

1. The actuals in this table and Table 2 vary slightly from those presented in pages 4-17 and Table 1 of this report, due to the exclusion of some accruals.

2. Negative expenditures can be attributed to corrections to payroll or invoice expenses related to prior fiscal years.

3. Formula, RSI/PRIIA, and Other Federal columns include local match contributions.

4. Accruals are not assigned a fund source in the funds management system.



# TABLE 5: RECEIPT AND UTILIZATION OF JURISDICTIONAL CONTRIBUTIONS

	FY2022 BUDGETED ALLOCATION	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>\$99,663,709</b>	<b>\$25,214,918</b>	<b>\$20,497,446</b>	<b>\$19,701,358</b>
Montgomery County	\$46,334,910	\$11,722,732	\$11,722,732	\$9,159,409
Prince George's County	\$47,477,330	\$12,011,765	\$12,011,765	\$9,385,241
<b>Maryland Subtotal</b>	<b>\$93,812,240</b>	<b>\$23,734,497</b>	<b>\$23,734,497</b>	<b>\$18,544,650</b>
City of Alexandria	\$12,599,122	\$3,187,578	\$3,187,578	\$2,490,574
Arlington County	\$22,791,984	\$5,766,372	\$5,766,372	\$4,505,482
City of Fairfax	\$713,407	\$180,492	\$180,492	\$141,025
Fairfax County	\$40,600,208	\$10,271,853	\$10,271,853	\$8,025,783
City of Falls Church	\$776,099	\$196,353	\$196,353	\$153,418
Loudon County <sup>3</sup>	\$5,471,946	-	-	-
<b>Virginia Subtotal</b>	<b>\$82,952,765</b>	<b>\$19,602,648</b>	<b>\$19,602,648</b>	<b>\$15,316,282</b>
<b>Federal Formula Match &amp; System Performance Subtotal</b>	<b>\$276,428,714</b>	<b>\$68,552,063</b>	<b>\$63,834,591</b>	<b>\$53,562,289</b>
District of Columbia	\$49,500,000	\$12,523,500	\$12,523,500	\$19,796,467
State of Maryland	\$49,500,000	\$12,523,500	\$12,523,500	\$19,796,467
Commonwealth of Virginia	\$49,500,000	\$12,523,500	\$12,523,500	\$19,796,467
<b>State and Local PRIIA Subtotal</b>	<b>\$148,500,000</b>	<b>\$37,570,500</b>	<b>\$37,570,500</b>	<b>\$59,389,400</b>
<b>District of Columbia</b>	<b>\$1,000,000</b>	<b>\$253,000</b>	<b>\$291,501</b>	<b>\$54,536</b>
Montgomery County	\$493,911	\$124,960	\$124,960	\$67,614
Prince George's County	\$506,089	\$128,040	\$128,040	\$69,280
<b>Maryland Subtotal</b>	<b>\$1,000,000</b>	<b>\$253,000</b>	<b>\$253,000</b>	<b>\$136,894</b>
City of Alexandria	\$151,883	\$38,426	\$38,426	\$22,437
Arlington County	\$274,758	\$69,514	\$69,514	\$40,589
City of Fairfax	\$8,600	\$2,176	\$2,176	\$1,271
Fairfax County	\$489,438	\$123,828	\$123,828	\$72,303
City of Falls Church	\$9,356	\$2,367	\$2,367	\$1,382
Loudon County <sup>3</sup>	\$65,965	-	-	-
<b>Virginia Subtotal</b>	<b>\$1,000,000</b>	<b>\$236,311</b>	<b>\$236,311</b>	<b>\$137,981</b>
<b>Project Planning Subtotal</b>	<b>\$3,000,000</b>	<b>\$742,311</b>	<b>\$780,812</b>	<b>\$329,411</b>

# TABLE 5: RECEIPT AND UTILIZATION OF JURISDICTIONAL CONTRIBUTIONS (CONTINUED)

	FY2022 BUDGETED ALLOCATION	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>4</sup></b>	\$178,500,000	-	-	-
<b>State of Maryland</b>	\$167,000,000	\$42,251,000	\$42,251,000	\$48,257,255
Commonwealth of Virginia - Non-Restricted	\$122,883,455	\$30,436,025	\$30,436,025	\$34,762,705
Commonwealth of Virginia - Restricted <sup>5</sup>	\$31,616,545	\$8,188,975	\$8,188,975	\$9,353,091
<b>Commonwealth of Virginia Subtotal<sup>6</sup></b>	\$154,500,000	\$38,625,000	\$38,625,000	\$44,115,796
<b>Dedicated Funding Subtotal<sup>7</sup></b>	<b>\$500,000,000</b>	<b>\$80,876,000</b>	<b>\$80,876,000</b>	<b>\$92,373,051</b>
Silver Line (MWAA)	\$12,951,000	\$3,276,603	\$3,276,603	\$5,115,156
Potomac Yard (City of Alexandria)	\$149,500,000	\$37,823,500	\$37,823,500	\$34,285,859
Purple Line (State of Maryland)	\$4,068,000	\$1,029,204	\$1,029,204	\$623,274
Congestion Mitigation and Air Quality (Commonwealth of Virginia)	\$1,016,889	\$257,273	\$257,273	\$1,121,289
Other	-	-	-	\$1,770,982
<b>Reimbursable and CMAQ Total<sup>8</sup></b>	<b>\$167,535,889</b>	<b>\$42,386,580</b>	<b>\$42,386,580</b>	<b>\$42,916,560</b>
<b>Total Jurisdictional Contributions</b>	<b>\$1,095,464,603</b>	<b>\$230,127,454</b>	<b>\$225,448,483</b>	<b>\$248,570,711</b>

1. Excludes Interest credits.

2. The District of Columbia has deferred \$4,717,472 of their Federal Formula and System Performance payment until Q2.

3. \$843,917 of capital funds deferred from FY2021 will be drawn from Loudon County's subsidy credit in FY2022.

4. The District of Columbia is scheduled to pay Dedicated Funding biannually in the second and fourth quarters.

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

6. The Commonwealth of Virginia makes dedicated funding payments monthly in arrears.

7. As of 9/30/2021, dedicated funding bank balances were \$379.35 for DC, \$354.91 for MD, \$7,896,302.52 for VA Non-Restricted, and \$4,979,054.04 for VA Restricted.

8. These programs are not billed in the quarterly billing process.

9. State and Local PRIIA balances calculated by subtracting YTD utilization of Jurisdiction Capital Contribution from YTD Capital Contribution Paid which results in \$21,818,900 total or \$7,272,967 for each jurisdiction.

10. Maryland withheld \$35,586,810 of Formula Match and System Performance in FY2020 (Q1 and Q2) due to an auditing matter that remains unresolved as of the date of this report.

# TABLE 6: CAPITAL PROCUREMENT AWARDS

CIP NUMBER	CONTRACT NUMBER	CONTRACT DESCRIPTION	AWARD AMOUNT	AWARD DATE	AWARDED VENDOR	PERIOD OF PERFORMANCE
CIP0255_08	CCPPM21014 - FARE-01*	Continuation of Faregate Program Technical Support	\$2,661,938	7/1/2021	Hatch-LTK	07/01/21 - 04/30/22
CIP0063	F20172*	Dellner Engineered 7K Railcar Parts	\$3,053,845	7/6/2021	Dellner Inc	07/06/21 - 07/05/26
CIP0310	FIRPG211121	Station Platform Rehabilitation Program Contract 4	\$266,777,000	7/8/2021	Kiewit	07/09/21 - 12/31/22
CIP0349	FIRPG211117	Yellow Line Tunnel and Bridge Rehabilitation Project - CMAR	\$1,876,800	7/8/2021	Kiewit Infrastructure Co.	07/08/21 - 05/26/21
CIP0255	COBTR21003 - FARE-03*	Consulting Support for AFC Mobile App Acquisition and Development	\$892,334	7/14/2021	Hatch-LTK	07/14/21 - 07/13/22
CRB0020	FDULS211272*	Program Management, Construction Management, and A&E Services (PMCM)	\$750,000	8/6/2021	Mott McDonald I&E LLC	08/07/21 - 12/31/21
CIP0088	CLAND211184-COA	Escalator Canopies and Stairs Replacement - Phase 4	\$36,109,000	8/18/2021	Clark Construction Group LLC	09/13/21 - 09/12/26
CIP0242	FIRPG211167	Replacement of Drainage Pumping Stations and Discharge Line Piping	\$26,800,200	9/10/2021	M&M Welding and Fabricators, Inc.	09/24/21 - 09/23/24
CRB0020	FDULS21018*	Program Management, Construction Management, and Engineering Support (PMCM)	\$2,874,755	9/13/2021	Mott MacDonald	09/13/21 - 12/31/21
TBD	CIT01222015*	Display System (PIDS) Occupancy Information	\$185,153	9/14/2021	Signature Technologies, Inc. (SITA)	09/14/21-09/13/22
CIP0152	FQ19151R-A	Rehabilitation of WMATA Parking Garages Category (A): Addison Road, Huntington (East/Lower), Wheaton Category (B): Anacostia & New Carrollton	\$15,015,016	9/15/2021	Atlantic Refinishing & Restoration, Inc.	10/11/21 - 08/21/25
CIP0152	FQ19151R-B	Rehabilitation of WMATA Parking Garages Category (A): Addison Road, Huntington (East/Lower), Wheaton Category (B): Anacostia & New Carrollton	\$6,565,464	9/15/2021	Stillwater Construction Group, Inc.	10/11/21 - 08/21/22
CIP0152	FLAND211142	Parking Facilities Preventive Maintenance Services	\$10,000	9/15/2021	OTAS, Inc.	09/15/21 - 09/15/23
<b>Total New Awards</b>			<b>\$363,571,505</b>			

\*Sole Source



# TABLE 7: CAPITAL CONTRACT MODIFICATIONS

CIP NUMBER	CONTRACT NUMBER	CONTRACT DESCRIPTION	MODIFICATION AMOUNT	AWARD DATE	AWARDED VENDOR	RATIONALE
CIP0056	CQ19104	IT Hardware	\$5,198,452	7/1/2002	Dell	Quantity
CIP0308	F20051 MOD 006	Station Platform Rehabilitation Program 2	\$553,394	7/12/2021	Kiewit	Alteration in the specifications
N/A	FQ16036-19-045; MOD 006	New Stairs at Shady Grove	\$16,000	7/19/2021	TMG Construction	Alteration in the specifications, Period of performance
CIP0123	FQ19097	Temporary Certified Mechanic Staffing	\$1,303,744	7/19/2021	Admiral Elevator Company, Inc.	Period of performance, Quantity
CIP0270	20-FQ15191-PDIP-002 MOD-03	Financial Analyst and Project Support for PDIP	\$42,622	7/20/2021	GFP	Period of performance
CIP0315	FQ19144B-PCO-005	Bladensburg Bus Garage Rebuild- Phase 2 GMP LNTP	\$22,577,000	7/20/2021	Hensel Phelps Construction	Phase 2 LNTP to allow completion of design and early work to commence upon completion of GMP negotiations.
CIP0269	20-FQ18033-TAMO-0001 CO #03	Staff Aug for TAMO-0001	\$641,778	7/23/2021	DH/RKK	Alteration in the specifications, Period of performance
CIP0219	FQ17179	Platform Level Lighting Improvements	(\$239,859)	7/23/2021	MC Dean	Credit Modification Closeout
CIP0311	FMCAP200229	SmartYard removal and installation at Bladensburg Garage Facility	\$52,319	7/26/2021	Clever Devices	Alteration in the specifications
CIP0308, CIP0310	19-FQ18033-IRPG-0001 CO #04	Station Platform Reconstruction Program – PM and CM Services	\$201,870	7/27/2021	Parsons	Alteration in the specifications
CIP0251	20-FQ19172-SYST-002 CO #01	SSRP Staff Augmentation Support	\$151,451	7/27/2021	MM/WSP	Allocational Funding
CIP0212	19-FQ18033-SUST-0005 CO #04	Waste Program Development and Implementation	\$304,054	7/27/2021	LB/UE	Period of performance
CIP0255	FPPM200214-W01	Busfare box	\$871,396	7/28/2021	Cubic	Add Scope of Work
CIP0308	F20164 MOD 004	Station Platform Rehabilitation Program 3	\$857,868	7/28/2021	Kiewit	Alteration in the specifications
CIP0241	20-FQ19172-INFRA-004 CO #01	Flood Mitigation at Various WMATA Facilities	\$43,401	7/30/2021	Jacobs	Alteration in the specifications
CIP0225	FQ19267-PCO-004	Heavy Rail & Overhaul (HRO) Facility - PCO-004: Design Changes	\$900,000	7/30/2021	Hensel Phelps Construction	LNTP authorizing design changes for Site Preparation Design 100% Package (SP-3) and D-B Final Pre-Construction (DB-3) submittals, to reduce overall Project costs.

# TABLE 7: CAPITAL CONTRACT MODIFICATIONS (CONTINUED)

CIP NUMBER	CONTRACT NUMBER	CONTRACT DESCRIPTION	MODIFICATION AMOUNT	AWARD DATE	AWARDED VENDOR	RATIONALE
CIP0225	FQ19267-PCO-006	Heavy Rail & Overhaul (HRO) Facility - PCO-006: 60-inch Waterline Relocation	\$100,000	7/30/2021	Hensel Phelps Construction	LNTF authorizing design development for the relocation of the existing WSSC 60-inch waterline located at the 8121 Ardwick Ardmore Avenue parcel.
CIP0308	F20164 MOD 004	Station Platform Rehab 4	\$857,868	8/2/2021	Kiewit	Quantity
CIP0255	FQ18152	Metrorail Faregates	\$11,722,737	8/3/2021	Traffic	Adding base year 3 funds
CIP0256	RC7000 - CCENV21024	7K Railcars - Update ATC, ADC, ADC Silver Line Software	\$382,463	8/4/2021	Kawasaki	Update the software for the Silver Line
CIP0256	RC7000 - CCENV21014	7K Railcars - AAS Data Silver Line Software	\$444,398	8/6/2021	Kawasaki	Update the software for the Silver Line
CIP0006	FQ18001	Publication manuals and training hours XD40, SR2471 & XD60, SR2472	\$376,344	8/6/2021	New Flyer of America, Inc.	Procure publication and training hours for Option year 2 XD40 and XD60 buses
CIP0345	FQ16036-19-04 mod 006	New Stairs at Shady Grove	\$15,000	8/15/2021	TMG Construction	Alteration in the specifications
CRB0009	20-FQ18033-LAND-0002 CO #3	Joint Development and Station Improvement	\$500,000	8/17/2021	WSP	Period of performance
CIP0251	FQ18134	ATC System Replacement at C99 Alexandria Rail Yard	\$15,955	8/18/2021	M.C. Dean	Alteration in the specifications
CIP0251	FQ18134	ATC System Replacement at C99 Alexandria Rail Yard	\$53,227	8/18/2021	M.C. Dean	Alteration in the specifications
CIP0310	21-FQ18033-RSMP-0004 CO #1	On-Call Staff Augmentation for Construction Inspectors	\$74,154	8/19/2021	GF	Other Additional Construction Inspectors to support the RSMP office with station and bridge site surveys for Phase IV of the Platform Rehabilitation Program.
CIP0145	FQ16148	Electrician Labor Services	\$2,566,626	8/19/2021	C3M Power Systems	Order for Services
CIP0063	19-FQ18033-RAIL-0004 CO #3	Rail-Car SMS Quality Inspection	\$508,978	8/24/2021	DH/RKK	Period of performance
CIP0308	FQ18060	ADA Bus Shuttle Services	\$36,193	8/25/2021	Falcon/Benons	
CIP0348	C20088	Bus Bridge Services Task Order Contract	\$4,069,695	8/25/2021	Coach USA / Dillion	Issued Task Order 5, 9/13/21 - 12/3/21 to Coach USA (C20088C) Mod 001
N/A	FQ19021-21-001	Desclope Roof work A09TBS Norwood Avenue TBS 2 at 6501 Wisconsin Avenue NW, Bethesda MD from this Task order.	Credit: \$33,344.00	8/26/2021	Harbor Roofing	Alteration in the specifications

# TABLE 7: CAPITAL CONTRACT MODIFICATIONS (CONTINUED)

CIP NUMBER	CONTRACT NUMBER	CONTRACT DESCRIPTION	MODIFICATION AMOUNT	AWARD DATE	AWARDED VENDOR	RATIONALE
CIP0315	FQ19144B-PCO-003/Mod 01	Bladensburg Bus Garage Rebuild-Early Permit Submissions	\$29,686	8/26/2021	Hensel Phelps Construction	Authorization for permit packages submittals to DCRA, DC Water and DOEE in support of the demolition/enabling scope of work, during Phase 1 rather than waiting for approval to proceed with Phase 2 work.
CIP0145	FQ18185M04	ESS Software Maintenance	\$463,727	8/27/2021	Schneider Electric Buildings, Critical Systems Inc	Frequency of delivery
N/A	FQ192190-C	Five (5) and Ten (10) Ton Swing Loaders	\$0	8/30/2021	SwingMaster	Period of performance
CIP0010	20-FQ19172-ENGA-001 CO #2 (WO#3)	On-Call Construction Phase Services and Bid Support	\$91,118	9/2/2021	AECOM	Unforeseen Conditions
CIP0294	FQ16036-20-014-M001	Rockville Station Pedestrian Bridge Rehabilitation	\$19,000	9/2/2021	Potomac Construction	Alteration in the specifications
CIP0145	FQ17044-20-001-M001	One Badge Phase 2 - Task Order	\$72,334	9/9/2021	Orion Management	Alteration in the specifications
CIP0076	FQ19061	Traction Power System Upgrade	(\$32,011)	9/13/2021	C3M Power Systems	AC Switchgear Retrofit Credit
CIP0273	19-FQ18033-SUST-0001 CO #3	Energy Savings – Lighting Retrofit	\$278,117	9/14/2021	WSP	Period of performance
CIP0099	20-FQ18033-LAND-0002 CO #3 (Part 2)	Joint Development and Station Improvement	\$160,010	9/15/2021	WSP	Allocating Additional Funding
CRB0009	20-FQ18033-LAND-0002 CO #3 (Part 1)	Joint Development and Station Improvement	\$500,000	9/15/2021	WSP	Allocating Additional Funding
CIP0102	21-FQ18033-ENGA-0017 CO #1	On-Call Construction Phase Services and Bid Support	\$258,216	9/17/2021	Parsons	Alteration in the specifications
N/A	FQ15190A-19-PLAN-010	Program Management Support Services -Office of Capital Planning & Program Development [MOD #4] Time Extension - No cost	\$0	9/17/2021	AECOM Technical Services, Inc.	Period of performance

# TABLE 7: CAPITAL CONTRACT MODIFICATIONS (CONTINUED)

CIP NUMBER	CONTRACT NUMBER	CONTRACT DESCRIPTION	MODIFICATION AMOUNT	AWARD DATE	AWARDED VENDOR	RATIONALE
N/A	Formerly: C20080P Currently: C20090P-A1	ELES Inventory Parts (Vendor Name Change)	\$0	9/21/2021	EHC Global	Contract Number Change
CIP0251	FQ18119	Switch Machine (WHB) Power Supplies Replacement	\$40,000	9/23/2021	B&C Transit Consultants Inc.	Change Order - PCO-697 (PO ID: FQ18119M2) to settle the Delay Claims due to WMATA directed stoppage of WHB power supplies(Sept. 2020 to Jan. 2021).
CIP0345	FQ16036-19-045, Mod 009	New Stairs at Shady Grove	\$3,276	9/27/2021	TMG Construction	Alteration in the specifications, Period of performance
N/A	FQ17044-20-013; MOD 002	Lighting Upgrades MoCo & VA Non-Revenue	\$0	9/27/2021	Orion Management	Period of performance
CIP0246	19-FQ18033-ENGA-0005 CO #11	Updating WMATA Building Information Modeling (BIM) Manual	\$461,393	9/29/2021	Parsons	Consultant to provide additional training and update BIM/CAD Manual.
CIP0315	FQ19144N	Northern Bus Garage Rebuild- PCO08 and PCO 13	\$397,873	9/29/2021	Clark Construction Group	MOD-008 - PCO 008 Soils & Water Testing, Investigation, and Remediation and PCO 013 Historic Lighting Design.
CIP0251	FQ18134	ATC System Replacement at C99 (Alexandria Rail Yard)	\$14,100	9/29/2021	MC Dean	Alteration in the specifications
<b>Total</b>			<b>\$57,955,966</b>			

# TABLE 8: CAPITAL BUDGET ADJUSTMENTS

PCR #	ACTION TYPE	DATE	CIP #	CIP NAME	FY2022 ACTION	OUTYEARS (FY2023-2027) ACTION	TOTAL	PRIMARY REASON FOR CHANGE	DESCRIPTION
137	Reprogramming	Jul-21	CIP0273	Support Facility Rehabilitation	1,610,000	360,000	1,970,000	Schedule	The schedule for the design and upgrade to LED lights in non-revenue and support facilities was delayed due to limited facility access in response to COVID-19.
144	Reprogramming	Jul-21	CIP0170	Facility Roof Rehabilitation and Replacement	2,586,000	830,000	3,416,000	Scope	Additional scope for the replacement of canopy skylights at the Glenmont bus bay in response to safety assessments conducted in 2020.
144	Reprogramming	Jul-21	CIP0247	Emergency Construction and Emerging Needs Program	(2,586,000)	(830,000)	(3,416,000)	Cost	CIP budget reprogrammed to advance newly identified needs.
152	Reprogramming	Jul-21	CIP0030	Currency Processing Machines	150,000		150,000	Schedule	The schedule for completing upgrades to operating software to ensure compatibility with the currency processing machine was moved to FY2022 due to delays.
161	Reprogramming	Jul-21	CIP0220	Bus Planning Studies Program	100,000		100,000	Cost	Additional budget for the formulation of the Annual Line Performance Report (ALPR).
162	Reprogramming	Jul-21	CIP0220	Bus Planning Studies Program	250,000		250,000	Schedule	The expenditure schedule for the one-year pilot for new software to track, schedule, and monitor bus bridges is shifting.
165	Reprogramming	Jul-21	CIP0221	Bus Customer Facility Improvement	567,000		567,000	Schedule	The expenditure schedule for customer-facing maps and service information panels for September 2021 service changes was shifted.
137, 152, 161, 162, 165	Reprogramming	Jul-21	CIP0354	Enterprise Resource Planning Software Upgrade	(2,677,000)	(360,000)	(3,037,000)	Scope	Reduced scope due to programmed updates to the financial system no longer advancing.
150	Reprogramming	Sep-21	CIP0035	Bicycle and Pedestrian Facility Rehabilitation	1,728,000	2,756,000	4,484,000	Scope	Additional scope for the replacement of bike lockers that are reaching or have surpassed useful life.
160	Reprogramming	Sep-21	CIP0145	Facility Security Monitoring Equipment Program				Scope	Change of scope for the replacement of the CCTV system at the NoMa Metrorail station. There is sufficient budget in this CIP to advance this work.
166	Reprogramming	Sep-21	CIP0221	Bus Customer Facility Improvement		640,000	640,000	Scope	Additional scope for the extension of a contract for bus scheduling software.
167	Reprogramming	Sep-21	CIP0257	Emergency Trip Station (ETS) Rehabilitation	500,000		500,000	Scope	Additional scope for emergency trip station telephone maintenance.
167	Administrative	Sep-21	CIP0357	Cyber Technology Legacy	500,000		500,000	Scope	New CIP created for cybersecurity protection of legacy systems on the WMATA network.
170	Reprogramming	Sep-21	CIP0322	Bus Passenger Facilities Systems Future	200,000		200,000	Scope	Additional scope for the installation of bus stop sign posts and a manager kiosk at the Ballston Metrorail station.
176, 187	Reprogramming	Sep-21	CIP0024	Track Rehabilitation Program	(20,000,000)	(100,000,000)	(120,000,000)	Cost	Cost savings as a result of additional proactive work and a more efficient approach to track infrastructure maintenance.
150, 166, 167, 170, 176, 187	Reprogramming	Sep-21	CIP0247	Emergency Construction and Emerging Needs Program	17,072,000	96,604,000	113,676,000	Cost	CIP budget reprogrammed to advance newly identified needs and transfer budget from identified program cost savings.
188	Reprogramming	Sep-21	CIP0102	Police District III Substation	(1,033,000)		(1,033,000)	Schedule	Expenditures that were scheduled for FY2022 occurred in FY2021. This action reduces the FY2022 project budget but does not change the overall project budget or delivery timeline.



# TABLE 8: CAPITAL BUDGET ADJUSTMENTS (CONTINUED)

PCR #	ACTION TYPE	DATE	CIP #	CIP NAME	FY2022 ACTION	OUTYEARS (FY2023-2027) ACTION	TOTAL	PRIMARY REASON FOR CHANGE	DESCRIPTION
188	Reprogramming	Sep-21	CIP0225	Heavy Repair and Overhaul Facility		(302,000)	(302,000)	Schedule	Expenditures occurred in FY2021 ahead of schedule. This action reduces the FY2025 project budget but does not change the overall project budget or delivery timeline.
188	Reprogramming	Sep-21	CIP0247	Emergency Construction and Emerging Needs Program	(19,255,000)	(58,970,000)	(78,225,000)	Schedule	CIP budget reprogrammed to accommodate schedule adjustments in other projects.
188	Reprogramming	Sep-21	CIP0266	Historic Bus Loop and Facility Rehabilitation		157,000	157,000	Schedule	Expenditures that were scheduled for FY2021 did not occur. This action increases the FY2023 project budget but does not change the overall project budget or delivery timeline.
188	Reprogramming	Sep-21	CIP0308	Station Platform Rehabilitation - Phase 3		38,094,000	38,094,000	Schedule	Expenditures that were scheduled for FY2021 did not occur (unutilized contingency). This action increases the FY2023-2024 project budgets but does not change the overall project budget.
188	Reprogramming	Sep-21	CIP0311	Bladensburg Bus Garage Replacement		2,786,000	2,786,000	Schedule	Expenditures that were scheduled for FY2021 did not occur. This action increases the FY2026 project budget but does not change the overall project budget or delivery timeline.
188	Reprogramming	Sep-21	CIP0315	Northern Bus Garage Replacement		16,302,000	16,302,000	Schedule	Expenditures that were scheduled for FY2021 did not occur due to an extended public review and approval process. This action increases the FY2026 project budget but does not change the overall project budget or delivery timeline.
188	Reprogramming	Sep-21	CIP0330	Information Technology Data Center		13,397,000	13,397,000	Schedule	Expenditures that were scheduled for FY2021 did not occur. This action increases the FY2024 project budget but does not change the overall project budget or delivery timeline.
188	Reprogramming	Sep-21	CIP0335	Office Consolidation - District of Columbia	20,288,000		20,288,000	Schedule	Some expenditures that were scheduled for FY2021 will occur in FY2022. This action increases the FY2022 project budget but does not change the overall project budget or delivery timeline.
188	Reprogramming	Sep-21	CIP0337	Office Consolidation - Virginia		15,881,000	15,881,000	Schedule	Some expenditures that were scheduled for FY2021 did not occur. This action increases the FY2023 project budget but does not change the overall project budget or delivery timeline.
188	Reprogramming	Sep-21	CIP0338	Office Consolidation - Maryland		(22,273,000)	(22,273,000)	Schedule	Some expenditures occurred in FY2021 ahead of schedule. This action reduces the FY2023 project budget but does not change the overall project budget or delivery timeline.
188	Reprogramming	Sep-21	CIP0348	Structural Rehabilitation - Package 1		(2,437,000)	(2,437,000)	Schedule	Expenditures occurred in FY2021 ahead of schedule. This action reduces the FY2023 project budget but does not change the overall project budget or delivery timeline.
188	Reprogramming	Sep-21	CIP0356	Tunnel Ventilation Improvements - Red Line Pilot		(4,432,000)	(4,432,000)	Schedule	Expenditures occurred in FY2021 ahead of schedule. This action reduces the FY2023 project budget but does not change the overall project budget or delivery timeline.

# TABLE 8: CAPITAL BUDGET ADJUSTMENTS (CONTINUED)

PCR #	ACTION TYPE	DATE	CIP #	CIP NAME	FY2022 ACTION	OUTYEARS (FY2023-2027) ACTION	TOTAL	PRIMARY REASON FOR CHANGE	DESCRIPTION
188	Reprogramming	Sep-21	CRB0013	Potomac Yard Station Construction		1,797,000	1,797,000	Schedule	Expenditures that were scheduled for FY2021 did not occur. This action increases the FY2024 project budget but does not change the overall project budget or delivery timeline.
<b>Total</b>					-	-	-		

**Action Type Definitions**

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

Administrative: actions taken for internal tracking or management purposes.

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