

Washington Metropolitan Area Transit Authority  
**Board Action/Information Summary**

Action  Information

MEAD Number:  
200789

Resolution:  
 Yes  No

**TITLE:**

Adoption of the FY2015 Capital Budget and CIP

**PRESENTATION SUMMARY:**

This presentation provides the General Manager and Chief Executive Officer's (GM/CEO) FY2015 Capital Budget and six-year Capital Improvement Program (CIP), as modified since its proposal in December, for review and approval by the Board.

**PURPOSE:**

To present the Board with the GM/CEO's FY2015 Capital Budget with an emphasis on the linkage between the *Momentum* strategic plan (including the Metro 2025 initiatives), the key actions established in the GM/CEO's CY2014-2016 Business Plan, and the multiyear capital program investment plans.

**DESCRIPTION:**

**Key Highlights:**

- The GM/CEO's Proposed FY2015 Capital Budget advances the *Momentum* strategic plan and key actions established in the GM/CEO's CY2014-2016 Business Plan.
- The proposed CIP includes substantial new Metro 2025 investments in the eight-car train program, station capacity improvements at key stations, the Metrobus Priority Corridor Network (PCN), and Metrobus fleet expansion.

**Background and History:**

In June 2013 the Board adopted the *Momentum* strategic plan, charting a new course to ensure the transit system meets the needs of the region now, in 2025, and beyond. *Momentum* provides a road map to achieve the goals and guides Metro's annual business plan over the next 10 years. The seven Metro 2025 capital initiatives identified in *Momentum* will serve to keep pace with demand and to continue the support of the region's economic competitiveness and quality of life. The Metro 2025 capital initiatives include: eight-car trains, station improvements, Metrobus Priority Corridor Network, Metrobus fleet expansion, next generation customer communications, special track infrastructure to provide operational flexibility, and a new Blue Line connection.

In September 2013 the GM/CEO presented his CY2014-2016 Business Plan, a multiyear plan that identifies tangible, near-term actions that are aligned with

*Momentum* and the multiyear operating and capital budgets. The GM/CEO's business plan places an added focus on improving our service for customers by building on the Customer Service Action plan and putting an emphasis on the customer experience.

Metro's Capital Improvement Program (CIP) is a six-year capital investment plan that is updated annually and is primarily supported by federal formula and Passenger Rail Investment and Improvement Act (PRIIA) grants, state and local funding, and long-term debt. The current FY2014-2019 CIP is a \$5.5 billion program primarily focused on safety improvements and the rebuilding of the Metro system and is informed by a prioritization of Metro's FY2011-2020 Capital Needs Inventory. The current CIP also includes initial investments to advance Metro 2025 capital initiatives highlighted in the *Momentum* strategic plan.

Metro has invested \$2.2 billion through the CIP since the beginning of the major rebuilding effort that started in FY2011. Capital investment in FY2013 was more than double the investment delivered in FY2010; delivery has progressively increased from \$382 million in FY2010, to \$611 million in FY2011, to \$770 million in FY2012, to \$846 million in FY2013. The updated FY2014 CIP forecast totals \$845 million.

## **Discussion:**

### **GM/CEO's Proposed FY2015 Capital Budget and Six-Year CIP**

#### Investment in Key Program Areas

The GM/CEO's Proposed FY2015 Budget is linked to the *Momentum* strategic plan, the key actions established in the GM/CEO's CY2014-2016 Business Plan, and the multiyear operating and capital program investment plans. The FY2015 budget is focused on providing Metro's customers with safer, better and more service. The Proposed FY2015 Capital Budget advances key actions and initiatives including:

#### *Improving Safety for Customers and Employees and Keeping the System Secure*

- Metro's highest priority is the safety of the system for customers and employees.
- Of 29 National Transportation Safety Board recommendations to Metro, 21 have been closed. The FY2015 budget includes the required investments to continue progress on the remaining eight recommendations, including beginning the replacement of the 1000-series railcars, improving exterior door handles, and replacing track circuits.

#### *Caring for Customers*

- In order to consistently focus on the customer, Metro is establishing a first ever, system-wide customer care program and is completing customer service action plan items including quarterly customer satisfaction surveys, training for front line employees, and improved communications tools and equipment.
- Metro is also investing in improved lighting in underground stations, station cooling upgrades, and station rehabilitation projects.
- Through the Metro 2025 program, Metro plans to advance significant investments

over the next 10 years in next generation communications infrastructure and equipment in order to provide meaningful, timely, and accurate information to customers.

### *Connecting Communities*

- The FY2015 budget includes capital investment in new buses and operating support for the implementation of additional Priority Corridor Network improvements to better connect communities.

### *Delivering Quality Service*

- Metro will replace the 1000-series and 4000-series railcars with the new 7000 series railcars, beginning in FY2015.
- Metro will also continue the comprehensive rehabilitation and replacement of track and rail structures to improve reliability and to achieve a steady state of maintenance of the Metrorail system.
- As a direct result of capital investments and improved preventive maintenance on escalators, Metro recently achieved 92 percent escalator availability, the highest level of availability in five years. Metro will continue the reinvestment in these important assets in FY2015 and beyond.

### *Investing in Our Assets*

In FY2015 and over the next six years, Metro will continue to aggressively pursue the largest capital program since the construction of the system. Planned investments are focused safety improvements and the rebuilding and replacement of Metro's assets. Key planned rebuilding investments include:

- Replacement, rehabilitation and repair of railcars
  - Replacement of 1000-series railcars (300 railcars)
  - Replacement of 4000-series railcars (100 railcars)
  - Initiate replacement of 2000/3000-series railcars (beginning in FY2018)
  - Initiate rehabilitation of 5000-series railcars (beginning in FY2017)
- Replacement, rehabilitation and repair of buses
  - Replacement of approximately 100 buses per year
  - Rehabilitation of approximately 100 buses per year
- Replacement of approximately 150 MetroAccess vehicles per year
- Replacement of Southern Avenue and Royal Street bus facilities
- Rehabilitation of rail yards (Alexandria, Brentwood, and New Carrollton) and bus facilities (Western, Northern, Landover)
- Rehabilitation of rail line segment infrastructure
  - Red Line Rehabilitation: Stages 1 and 2
  - Orange/Blue Line Rehabilitation: Stage 1

### Changes Since December Proposal

The majority of the capital investment needs for FY2015 and the six-year CIP that were outlined in the December budget proposal remain unchanged. However, in addition to updating the FY2014 project expenditure forecasts, the following changes have been made since December:

#### *Implementation of Metro 2025 Initiatives*

The estimated cost of the entire package of seven Metro 2025 initiatives is approximately \$6.5 billion between now and 2025. The December proposal envisioned approximately \$2.9 billion of investment in Metro 2025 between FY2015 and FY2020, with the remaining \$3.6 billion in investment occurring during beyond FY2020. Following the December proposal, Metro staff worked collaboratively with the Board and jurisdictional staff to identify an alternate investment and implementation plan to advance the highest priority Metro 2025 investments.

The proposed CIP now reflects this new implementation strategy for Metro 2025. Investment in eight-car trains, Union Station and Gallery Place access and capacity upgrades, bus fleet expansion, and PCN implementation have been prioritized, and the total investment required between FY2015 and FY2020 is now \$1.7 billion. The most of the other Metro 2025 investments in next generation communications, pocket tracks, and Blue Line connections have been deferred until after FY2020.

#### *NEPP and Southern Avenue Bus Garage Replacement*

The New Electronic Payments Program (NEPP) contract was awarded in January, and WMATA has purchased property within the Andrews Federal Campus that will serve as the site for the replacement facility for Southern Avenue Bus Garage. The expenditure forecasts for these two major investments have been updated within the CIP.

#### *Retrofit of fare vending machines*

As part of the GM/CEO's goal to eliminate paper-magnetic farecards on the Metrorail system, WMATA has identified an \$8.7 million capital project to retrofit the Express Recharge Machines (fare vending machines) in Metrorail stations to dispense SmarTrip® cards rather than paper-magnetic farecards. This project will not be funded through the CIP, but instead will be funded from the existing SmarTrip® reserve fund, which currently has a balance of approximately of \$12 million. This reserve fund receives the proceeds from SmarTrip® card sales and has been used in the past to replenish the stock of SmarTrip® cards.

#### Renewal of Capital Funding Agreement (CFA)

Following the adoption of the FY2015 Capital Budget, WMATA and the local jurisdictions will begin negotiations on a renewal of the existing Capital Funding Agreement (CFA). The current CFA will expire at the end of FY2016 if not renewed, but all parties have agreed on the need to initiate renewal discussions now, with the goal of having the renewed agreement in place in time for the proposal of the FY2016 Capital Budget and multiyear CIP in December 2014.

The current CFA structure includes a number of measures that have improved the accountability and transparency of the WMATA capital program. Under the CFA:

- An updated CIP and six-year financial plan is proposed annually by WMATA, with the opportunity for jurisdictional comment.
- The agreement is subject to annual appropriation by each jurisdiction, but once an appropriation is made, the jurisdiction is obligated for that amount.
- The funding jurisdictions provide capital funding to WMATA only when a project is ready to move forward and needs funding to proceed. This is a change from the lump-sum, up-front capital payment called for under the prior capital agreement.
- Local officials are responsible for including the required jurisdictional contribution in their corresponding proposed budget or CIP.
- Multi-year projects and debt-financed projects which extend beyond the life of the agreement must continue to be funded even if the agreement is not renewed.
- Localities have the option of issuing their share of any planned WMATA debt as locally-issued debt in order to save interest costs.
- WMATA must provide the public and the funding jurisdictions with a quarterly report tracking the progress of key safety and improvement projects funded under the program.

**FUNDING IMPACT:**

Define current or potential funding impact, including source of reimbursable funds.	
Project Manager:	Thomas J. Webster, Managing Director, OMBS
Project Department/Office:	CFO/OMBS

**TIMELINE:**

<b>Previous Actions</b>	<p>Presentation of the GM/CEO's Proposed FY2015 Budget (December 2013)</p> <p>Public Hearings and Outreach on the FY2015 Proposed Budget and Fare Adjustments (January-February 2014)</p> <p>Adoption of the FY2015 Operating Budget and Fare Adjustments (March 2014)</p>
<b>Anticipated actions after presentation</b>	<p>Begin regional discussions regarding renewal of Capital Funding Agreement (CFA) (June 2014)</p> <p>Begin FY2015 budget year (July 2014)</p> <p>WMATA and jurisdictions reach agreement in principle on draft renewal of CFA (November 2014)</p> <p>GM/CEO presents FY2016 Proposed Budget guided by draft renewal of CFA (December 2014)</p>

**RECOMMENDATION:**

Adopt the FY2015 capital budget and FY2015-2020 Capital Improvement Program (CIP).

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**PRESENTED AND ADOPTED: May 22, 2014**

**SUBJECT: ADOPTION OF THE FISCAL YEAR 2015 CAPITAL BUDGET AND SIX YEAR CAPITAL IMPROVEMENT PROGRAM**

**2014-28**

**RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, In Board Resolution 2013-17, the Washington Metropolitan Area Transit Authority (WMATA) Board of Directors adopted *Momentum*, the new strategic plan for WMATA, and committed to work to achieve funding for Metro 2025, a set of critical investment initiatives within *Momentum*; and

WHEREAS, As shown in Attachment A, the Mayor of the District of Columbia and the Governors of Maryland and Virginia have jointly pledged an increase in Fiscal Year (FY) 2015 capital funding of \$75 million (\$25 million from each jurisdiction) towards Metro 2025 capacity improvements; and

WHEREAS, The \$75 million additional funding for FY2015 represents a strong commitment of support of Metro and the importance of its future role to the entire region; and

WHEREAS, The Mayor of the District of Columbia and the Governors of Maryland and Virginia pledged \$75 million as a "down payment" to begin to implement Metro 2025, and at the same time, expressed their long term support by calling on the contributing jurisdictions and Metro to begin immediately to negotiate a long term Capital Funding Agreement to further advance Metro 2025; and

WHEREAS, The Board of Directors has received and considered the General Manager/Chief Executive Officer's (GM/CEO) proposed FY2015 Capital Budget and Six Year Capital Improvement Program (CIP); and

WHEREAS, WMATA in Docket B14-02 sought public comment via six public hearings on the Program of Projects, the list of projects to be funded by the federal grants, as expressed in the proposed FY2015 CIP and Federal FY2014 Grant Applications; and

WHEREAS, The Board of Directors approved the public outreach Staff Report on March 7, 2014, which included discussion of the public comments on the FY2015 CIP; and

**Motioned by Mr. Acosta, seconded by Mrs. Hudgins**

**Ayes: 8 – Mr. Downs, Mr. Downey, Mr. Nichols, Mrs. Hudgins, Mr. Dyke, Ms. Bowser, Mr. Acosta and Mr. Goldman**

WHEREAS, In Board Resolutions 2014-18 and 2014-19, the Board of Directors adopted a Grants Management Policy to ensure compliance with all applicable laws, regulations, guidance, and grant agreements in the conduct of WMATA grant management activities, and also adopted a broad set of revisions to WMATA's Procurement Procedures Manual, including changes that will strengthen WMATA's commitment to full and open competition and will assist in identifying and prohibiting organizational conflicts of interest; and

WHEREAS, The Board of Directors established a reserve fund in Board Resolution 2000-30 to finance future SmarTrip® card purchases based on proceeds from SmarTrip® card sales, and as of April 23, 2014, the balance in this reserve fund was approximately \$12.2 million; and

WHEREAS, WMATA entered into the SmarTrip® Operations Funding Agreement (Agreement) in January 2012 with other Participating Jurisdictions identified in the Agreement in the greater Washington region for the operation of the regional SmarTrip® system; and

WHEREAS, Section 4.01 of that Agreement states that the SmarTrip® reserve fund "shall be used by WMATA on behalf of all Participating Jurisdictions to fund the purchase of SmarTrip® cards and to fund any changes to the Regional SmarTrip® system necessary to allow the use of a smart card for fare collection"; and

WHEREAS, As part of the GM/CEO's goal to eliminate paper-magnetic fare cards on the Metrorail system, WMATA has identified an \$8.7 million capital project to retrofit the Express Recharge Machines (fare vending machines) in Metrorail stations to dispense SmarTrip® cards rather than paper-magnetic fare cards; and

WHEREAS, WMATA has requested a six-week extension to July 11, 2014, on the period of performance for the 2009 Transit Security Grant Program funding from the Federal Emergency Management Agency to support the installation of closed circuit television (CCTV) on 122 Metrorail cars; now, therefore be it

*RESOLVED*, That the Board of Directors expresses its gratitude to the Mayor of the District of Columbia and the Governors of Maryland and Virginia for their foresight and commitment to public transportation in the Washington metropolitan area and to the economic development of the region as a whole; and be it further

*RESOLVED*, That the Board of Directors, as part of its commitment to work to achieve funding for Metro 2025 and to continue the important work begun by the Mayor and the two Governors, directs the GM/CEO to initiate negotiations with the Participating Jurisdictions for a renewal of the existing Capital Funding Agreement as soon as is practicable following the adoption of this FY2015 CIP, with the goal of having a new

Capital Funding Agreement in place prior to the adoption of the FY2016 CIP; and be it further

*RESOLVED*, That the Board of Directors approves the FY2015 budget for the CIP of \$1,045.9 million as detailed in Attachments B-1, B-2, and B-3, inclusive of the additional \$75 million "down payment" funding for Metro 2025; and be it further

*RESOLVED*, That the GM/CEO is authorized to rollover the positive or negative variance between actual FY2014 CIP expenditures and forecasted FY2014 CIP expenditures detailed in Attachment B-1 in accordance with the terms of the Capital Funding Agreement; and be it further

*RESOLVED*, That the Board of Directors approves the multi-year CIP for FY2015 through FY2020 of \$5.6 billion, plus the positive or negative variance between actual FY2014 expenditures and forecasted FY2014 CIP expenditures as detailed in Attachment B-1; and be it further

*RESOLVED*, That the Board of Directors approves use of capital funds in the amount of \$30.7 million for preventive maintenance expenditures; and be it further

*RESOLVED*, That the capital budget safety and security expenditures shown in Attachment C are funded on an obligation basis but are included for reference here so that work may be performed during FY2015, if the extension to the 2009 Transit Security Grant Program funding is approved; and be it further

*RESOLVED*, That the budget for the capital reimbursable program includes \$88.1 million for both new projects and prior-year reimbursable program project budgets, as detailed in Attachment D; and be it further

*RESOLVED*, That the Board of Directors, in consultation with the jurisdictions' chief executives and local staff members prior to the issuance of the first FY2015 quarterly invoice, shall notify the GM/CEO as to the specific funding source(s) that will constitute each jurisdiction's \$25 million Metro 2025 contribution in FY2015; and be it further

*RESOLVED*, That the Board of Directors directs the GM/CEO to provide regular updates during FY2015 to the staff representatives from the District of Columbia, Maryland, and Virginia on the status of planning, environmental approvals, design and construction, and expenditures and deliverables on the capital projects being supported by the additional \$75 million funding for Metro 2025; and be it further

*RESOLVED*, That as an integral part of the delivery of the FY2015 CIP, the Board of Directors shall actively monitor WMATA's compliance with the grants management and procurement policies, as described in Board Resolutions 2014-18 and 2014-19; and be it further

*RESOLVED*, That in accordance with the intent expressed in Section 4.01 of the SmarTrip® Operations Funding Agreement, the Board of Directors approves a modification to the policy laid out in Board Resolution 2000-30 to allow SmarTrip® reserve funds to be used to support capital investments to upgrade the fare system infrastructure to facilitate the usage of SmarTrip® cards, including the retrofitting of Express Recharge Machines in Metrorail stations to dispense SmarTrip® cards; and be it further

*RESOLVED*, That in order to implement the elements of the FY2015 CIP, the GM/CEO and the Chief Financial Officer or designee are authorized to: (1) file and execute grant applications on behalf of WMATA for funds from the federal government and any other public or private entity consistent with the CIP; (2) conduct public hearings at any time during FY2015 in furtherance of the implementation of the CIP; and (3) execute and file the annual Federal Transit Administration Certifications and Assurances; and be it finally

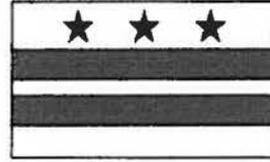
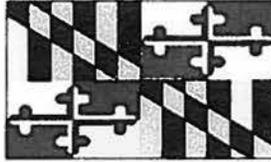
*RESOLVED*, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,

  
\_\_\_\_\_  
Kathryn H.S. Pett  
General Counsel

WMATA File Structure No.:  
4.2.2 Fiscal Year Budgets

Attachment A



March 17, 2014

Mr. Richard Sarles, General Manager  
Washington Metropolitan Area Transit Authority  
600 5th Street, NW  
Washington, DC 20001

Dear Mr. Sarles:

We thank you for providing us with an update at our recent Regional Meeting in Arlington, Virginia. In the four years since you have taken on the role of General Manager, we, the Chief Executives for the State of Maryland, the Commonwealth of Virginia, and the District of Columbia, have noted the vast improvements in the Washington Metropolitan Area Transit Authority's (WMATA) focus on improving system safety and increasing the satisfaction of Metrorail passengers and employees. Under your leadership, WMATA has demonstrated and committed to certain core principles that have contributed to its success, including a strong culture of safety, transparency, performance management, and joint action with your key partners and stakeholders.

In the spirit of these core principles for success, we ask for your cooperation and assistance with our proposed framework for moving forward with your recent request for additional capital funding from the State of Maryland, the Commonwealth of Virginia, and the District of Columbia. As you know, in addition to the base capital spending associated with *Metro Forward* – WMATA's six-year Capital Improvement Program (CIP) focused on improving safety and maintaining the current system – WMATA is proposing to fund infrastructure capacity improvements to accommodate anticipated long-term ridership growth through its *Metro 2025* initiative. *Metro 2025* implements the infrastructure enhancements that WMATA identified in *Momentum 2025, a Strategic Plan for Metro*, at a total estimated cost of \$6.5 billion over 10 years of investment.

Our proposed near-term framework is to add a \$25 million, one-year pledge from each of our jurisdictions. This one year commitment is an increase of \$75 million for Fiscal Year 2015 tied to the following core principles:

- *A Culture of Safety* – We are committed to assuring that all the safety, system preservation and performance obligations have been kept prior to moving toward significant expansion goals. We ask you to provide us with a detailed accounting of capital projects and processes that have been put in place in response to the National Transportation Safety Board's July 27, 2010 report on the 2009 fatal collision of two Metrorail trains on the Red Line in Washington, D.C., as well as a continued commitment to respond to the requests of the Tri-State Oversight Committee (TOC), especially as it evolves in conformance with federal law.

Mr. Richard Sarles  
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- *Transparency* – We ask for immediate delivery of final documents and information requested by the jurisdictions, including a detailed schedule of power upgrades by line and year, the Eight Car Train Program document substantially completed in 2013, and the Rail Yard Plan document completed in 2013. These documents will provide all jurisdictions a better platform from which they can address the questions of policy makers in their respective jurisdictions.
- *Performance Management* – We ask that you provide a detailed plan of capital projects to which each jurisdictions' new funds will contribute, by location and year, with a focus on rail system power upgrades. This should be followed by regular updates on the status of planning, environmental approvals, design and construction and a methodology for tracking expenditures and deliverables on identified capital projects.
- *Joint Action with Key Stakeholders* – We believe that it is time for the region's jurisdictions to come together to develop a new long-term Capital Funding Agreement (CFA) to plan for improvements beyond FY 2016, addressing safety and state-of-good-repair needs first and determining the level of and timeframe for funding to which the region will commit to expansion and capacity improvement projects. Further, we believe it is critical that WMATA begin to develop a strategy to secure additional federal funding for WMATA into the future.

Our proposal envisions the \$75 million in Fiscal Year 2015 to serve as a significant down payment ahead of a larger funding commitment under a CFA, the magnitude and details of which will need to be negotiated between WMATA and staff from our respective transportation agencies. We ask that you consider this proposal favorably and direct any questions or clarifications to our departmental executives. We look forward to continuing our work together on a safe, performance-driven system that continues to support the needs of the citizens of our capital region.

Sincerely,



Martin O'Malley  
Governor of Maryland



Vincent Gray  
Mayor of the District of Columbia



Terry McAuliffe  
Governor of Virginia

cc: WMATA Board of Directors

**ATTACHMENT B-1**

Washington Metropolitan Area Transit Authority  
 FY2015-2020 Capital Improvement Program (CIP)  
 Multi-Year CIP Investments: FY2011-2020  
 (dollars in millions)

	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Forecast	Six-Year Plan							FY2015-20 Total	FY2011-20 Total
					FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan			
<b>A. Vehicles/ Vehicle Parts</b>													
<b>Replacement of Rail Cars</b>													
CIP0057													
1000 Series Rail Car Replacement	\$75.3	\$8.9	\$2.1	\$1.1	\$70.7	\$259.5	\$209.8	\$40.7	\$17.5	\$8.3	\$666.6	\$697.9	
CIP0059													
2000/3000 Series Rail Car Replacement	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.3	\$30.6	\$34.9	\$34.9	
CIP0060													
4000 Series Rail Car Replacement	\$0.0	\$0.0	\$22.7	\$0.0	\$8.0	\$0.0	\$0.0	\$110.1	\$78.0	\$41.8	\$229.8	\$252.5	
<b>Subtotal</b>	<b>\$75.3</b>	<b>\$8.9</b>	<b>\$24.8</b>	<b>\$1.1</b>	<b>\$78.7</b>	<b>\$259.5</b>	<b>\$209.8</b>	<b>\$150.8</b>	<b>\$99.9</b>	<b>\$80.7</b>	<b>\$871.3</b>	<b>\$985.4</b>	
<b>Replacement of Buses</b>													
CIP0006													
Bus Replacement	\$65.6	\$110.4	\$70.5	\$61.4	\$92.7	\$64.4	\$68.6	\$67.9	\$99.7	\$102.6	\$495.8	\$803.7	
<b>Subtotal</b>	<b>\$65.6</b>	<b>\$110.4</b>	<b>\$70.5</b>	<b>\$61.4</b>	<b>\$92.7</b>	<b>\$64.4</b>	<b>\$68.6</b>	<b>\$67.9</b>	<b>\$99.7</b>	<b>\$102.6</b>	<b>\$495.8</b>	<b>\$803.7</b>	
<b>Rehabilitation of Rail Cars</b>													
CIP0058													
2000/3000 Series Rail Car Mid-Life Rehabilitation	\$4.7	\$1.0	\$1.3	\$0.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$7.9	
CIP0061													
5000 Series Rail Car Mid-Life Rehabilitation	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.0	\$15.5	\$53.1	\$74.7	\$74.7	
CIP0063													
Railcar Rehabilitation Program	\$10.5	\$23.4	\$21.4	\$17.3	\$20.6	\$23.8	\$21.5	\$21.8	\$21.8	\$21.8	\$131.3	\$203.8	
CIP0064													
1000 Series Rail Car HVAC Rehabilitation	\$1.9	\$1.6	\$0.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3.9	
CIP0067													
Rail Car Safety & Reliability Enhancements	\$10.9	\$5.3	\$2.4	\$3.8	\$5.1	\$2.0	\$1.8	\$1.4	\$1.4	\$2.1	\$13.8	\$36.2	
CIP0125													
Rail Preventive Maintenance	\$20.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$20.6	
CIP0142													
Rail Lifecycle Overhaul	\$20.0	\$20.8	\$20.3	\$20.3	\$20.3	\$20.3	\$20.3	\$20.3	\$20.3	\$20.6	\$121.9	\$283.2	
CIP0148													
Repair of Damaged Railcars	\$0.1	\$0.1	\$0.1	\$0.8	\$2.7	\$2.5	\$0.2	\$0.0	\$0.0	\$0.0	\$5.4	\$6.6	
<b>Subtotal</b>	<b>\$69.0</b>	<b>\$52.1</b>	<b>\$45.9</b>	<b>\$43.0</b>	<b>\$48.7</b>	<b>\$46.6</b>	<b>\$44.8</b>	<b>\$47.4</b>	<b>\$60.0</b>	<b>\$97.6</b>	<b>\$347.1</b>	<b>\$557.2</b>	
<b>Rehabilitation of Buses</b>													
CIP0005													
Bus Rehabilitation Program	\$23.0	\$31.3	\$30.5	\$38.3	\$38.5	\$37.8	\$39.8	\$41.6	\$43.5	\$44.5	\$245.8	\$368.8	
CIP0008													
Bus Repairs	\$4.8	\$10.0	\$10.1	\$8.9	\$19.8	\$15.0	\$14.5	\$15.0	\$15.0	\$15.0	\$93.5	\$127.3	
CIP0137													
Bus Preventative Maintenance	\$11.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$11.4	
CIP0143													
Bus Lifecycle Overhaul	\$10.0	\$10.7	\$10.4	\$10.4	\$10.4	\$10.4	\$10.4	\$10.4	\$10.4	\$10.4	\$62.6	\$104.2	
<b>Subtotal</b>	<b>\$49.2</b>	<b>\$52.1</b>	<b>\$51.0</b>	<b>\$57.6</b>	<b>\$68.0</b>	<b>\$63.3</b>	<b>\$64.7</b>	<b>\$67.0</b>	<b>\$69.0</b>	<b>\$70.0</b>	<b>\$401.9</b>	<b>\$611.7</b>	
<b>Replacement of MetroAccess Vehicles</b>													
CIP0015													
MetroAccess Fleet Replacement	\$11.6	\$11.4	\$7.5	\$7.8	\$11.4	\$13.7	\$13.5	\$14.2	\$14.7	\$15.5	\$83.1	\$121.4	
<b>Subtotal</b>	<b>\$11.6</b>	<b>\$11.4</b>	<b>\$7.5</b>	<b>\$7.8</b>	<b>\$11.4</b>	<b>\$13.7</b>	<b>\$13.5</b>	<b>\$14.2</b>	<b>\$14.7</b>	<b>\$15.5</b>	<b>\$83.1</b>	<b>\$121.4</b>	
<b>Replacement of Service Vehicles</b>													
CIP0009													
Service Vehicle Replacement	\$0.1	\$4.7	\$9.9	\$8.5	\$8.7	\$7.2	\$8.4	\$8.7	\$9.6	\$9.6	\$52.2	\$75.4	
<b>Subtotal</b>	<b>\$0.1</b>	<b>\$4.7</b>	<b>\$9.9</b>	<b>\$8.5</b>	<b>\$8.7</b>	<b>\$7.2</b>	<b>\$8.4</b>	<b>\$8.7</b>	<b>\$9.6</b>	<b>\$9.6</b>	<b>\$52.2</b>	<b>\$75.4</b>	
<b>Rail Car Fleet Expansion</b>													
CIP0062													
6000 Series Rail Car Procurement	\$4.0	\$2.4	\$2.3	\$0.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$9.4	
CIP0068													
Railcar Fleet Expansion - 7000 Series	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$53.1	\$0.0	\$0.0	\$0.0	\$0.0	\$53.1	\$53.1	
<b>Subtotal</b>	<b>\$4.0</b>	<b>\$2.4</b>	<b>\$2.3</b>	<b>\$0.8</b>	<b>\$0.0</b>	<b>\$53.1</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$53.1</b>	<b>\$62.5</b>	
<b>Bus Fleet Expansion</b>													
CIP0003													
Bus Fleet Expansion	\$0.0	\$0.0	\$0.0	\$0.1	\$15.1	\$15.4	\$0.0	\$12.0	\$13.1	\$12.9	\$68.5	\$68.6	
<b>Subtotal</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.1</b>	<b>\$15.1</b>	<b>\$15.4</b>	<b>\$0.0</b>	<b>\$12.0</b>	<b>\$13.1</b>	<b>\$12.9</b>	<b>\$68.5</b>	<b>\$68.6</b>	
<b>Bus Enhancements</b>													
CIP0002													
Automatic Vehicle Location Equipment Replacement	\$0.4	\$6.3	\$18.9	\$18.6	\$0.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.9	\$45.0	
CIP0007													
Bus Camera Installation & Replacement	\$2.1	\$0.8	\$0.1	\$0.5	\$3.9	\$2.3	\$4.1	\$3.0	\$3.4	\$4.7	\$21.4	\$24.9	
<b>Subtotal</b>	<b>\$2.5</b>	<b>\$7.0</b>	<b>\$18.9</b>	<b>\$19.2</b>	<b>\$4.8</b>	<b>\$2.3</b>	<b>\$4.1</b>	<b>\$3.0</b>	<b>\$3.4</b>	<b>\$4.7</b>	<b>\$22.3</b>	<b>\$69.9</b>	
<b>Subtotal</b>	<b>\$281.3</b>	<b>\$248.0</b>	<b>\$230.8</b>	<b>\$199.5</b>	<b>\$320.0</b>	<b>\$527.4</b>	<b>\$413.8</b>	<b>\$371.1</b>	<b>\$369.3</b>	<b>\$393.6</b>	<b>\$2,389.3</b>	<b>\$3,359.9</b>	

**ATTACHMENT B-1**

Washington Metropolitan Area Transit Authority  
 FY2018-2020 Capital Improvement Program (CIP)  
 Multi-Year CIP Investments: FY2011-2020  
 (dollars in millions)

	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Forecast	Six-Year Plan						FY2015-20 Total	FY2011-20 Total
					FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan		
<b>B Rail System Infrastructure Rehabilitation</b>												
<b>Rail Line Segment Rehabilitation</b>												
CIP0107	\$48.4	\$75.7	\$80.8	\$42.9	\$9.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$9.8	\$257.6
CIP0108	\$0.0	\$0.0	\$0.4	\$2.6	\$8.0	\$22.1	\$24.3	\$22.6	\$50.6	\$64.6	\$192.2	\$195.1
CIP0110	\$30.2	\$42.8	\$56.2	\$55.3	\$63.5	\$58.1	\$51.4	\$27.0	\$0.0	\$0.0	\$200.0	\$384.6
<b>Subtotal</b>	<b>\$78.5</b>	<b>\$118.5</b>	<b>\$137.4</b>	<b>\$100.8</b>	<b>\$81.3</b>	<b>\$80.2</b>	<b>\$75.7</b>	<b>\$49.6</b>	<b>\$50.6</b>	<b>\$64.6</b>	<b>\$402.0</b>	<b>\$837.2</b>
<b>Subtotal</b>	<b>\$78.5</b>	<b>\$118.5</b>	<b>\$137.4</b>	<b>\$100.8</b>	<b>\$81.3</b>	<b>\$80.2</b>	<b>\$75.7</b>	<b>\$49.6</b>	<b>\$50.6</b>	<b>\$64.6</b>	<b>\$402.0</b>	<b>\$837.2</b>
<b>C Maintenance Facilities</b>												
<b>Rehabilitation and Replacement of Bus Garages</b>												
CIP0084	\$1.9	\$2.6	\$0.6	\$20.3	\$20.4	\$50.9	\$38.1	\$36.3	\$19.5	\$8.0	\$173.1	\$198.6
CIP0085	\$9.5	\$5.0	\$1.3	\$8.5	\$36.6	\$18.9	\$4.8	\$0.0	\$0.0	\$0.0	\$68.3	\$84.5
CIP0086	\$0.0	\$0.9	\$1.0	\$0.0	\$0.4	\$2.9	\$5.0	\$1.7	\$0.0	\$0.0	\$18.0	\$11.9
<b>Subtotal</b>	<b>\$11.4</b>	<b>\$8.5</b>	<b>\$2.9</b>	<b>\$28.8</b>	<b>\$57.3</b>	<b>\$72.7</b>	<b>\$47.9</b>	<b>\$38.0</b>	<b>\$19.5</b>	<b>\$8.0</b>	<b>\$243.4</b>	<b>\$296.0</b>
<b>Maintenance of Bus Garages</b>												
CIP0119	\$12.7	\$28.6	\$23.4	\$24.0	\$13.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$13.0	\$101.7
<b>Subtotal</b>	<b>\$12.7</b>	<b>\$28.6</b>	<b>\$23.4</b>	<b>\$24.0</b>	<b>\$13.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$13.0</b>	<b>\$101.7</b>
<b>Maintenance of Rail Yards</b>												
CIP0116	\$0.3	\$13.4	\$21.4	\$24.5	\$29.0	\$31.7	\$21.6	\$13.2	\$0.0	\$0.0	\$95.4	\$155.1
<b>Subtotal</b>	<b>\$0.3</b>	<b>\$13.4</b>	<b>\$21.4</b>	<b>\$24.5</b>	<b>\$29.0</b>	<b>\$31.7</b>	<b>\$21.6</b>	<b>\$13.2</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$95.4</b>	<b>\$155.1</b>
<b>Rail Maintenance Facilities</b>												
CIP0071	\$1.3	\$4.3	\$23.9	\$40.8	\$23.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$23.6	\$93.9
CIP0201	\$0.0	\$0.0	\$1.9	\$1.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3.0
CIP0204	\$0.0	\$0.0	\$0.0	\$0.5	\$2.6	\$5.2	\$0.4	\$0.0	\$0.0	\$0.0	\$8.1	\$8.6
CIP0224	\$0.0	\$0.0	\$0.0	\$0.0	\$4.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.2	\$4.2
CIP0225	\$0.0	\$0.0	\$0.0	\$0.0	\$4.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.3	\$4.3
CIP0231	\$0.0	\$0.0	\$0.0	\$0.0	\$15.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$15.0	\$15.0
<b>Subtotal</b>	<b>\$1.3</b>	<b>\$4.3</b>	<b>\$25.9</b>	<b>\$42.3</b>	<b>\$49.7</b>	<b>\$5.2</b>	<b>\$0.4</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$55.2</b>	<b>\$129.0</b>
<b>Environmental Compliance Projects</b>												
CIP0010	\$0.5	\$0.7	\$1.1	\$2.6	\$2.3	\$1.0	\$0.8	\$0.8	\$0.9	\$2.2	\$8.0	\$12.9
CIP0011	\$1.7	\$3.9	\$3.5	\$2.4	\$2.5	\$3.5	\$2.8	\$2.9	\$2.8	\$2.6	\$17.1	\$28.6
CIP0210	\$0.0	\$0.0	\$0.0	\$0.4	\$0.7	\$2.1	\$0.0	\$0.0	\$0.0	\$0.0	\$2.8	\$3.2
CIP0211	\$0.0	\$0.0	\$0.0	\$0.2	\$0.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.9	\$1.1
CIP0212	\$0.0	\$0.0	\$0.0	\$1.0	\$1.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.0	\$2.0
<b>Subtotal</b>	<b>\$2.2</b>	<b>\$4.7</b>	<b>\$4.5</b>	<b>\$6.6</b>	<b>\$7.5</b>	<b>\$6.6</b>	<b>\$3.6</b>	<b>\$3.7</b>	<b>\$3.7</b>	<b>\$4.8</b>	<b>\$29.9</b>	<b>\$47.8</b>
<b>Maintenance Bus and Rail Facilities</b>												
CIP0127	\$4.2	\$0.7	\$0.8	\$1.3	\$1.0	\$1.2	\$1.1	\$1.1	\$1.1	\$1.2	\$6.7	\$13.0
CIP0145	\$0.0	\$2.6	\$11.4	\$16.8	\$10.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$10.6	\$41.4
CIP0155	\$0.0	\$0.0	\$0.1	\$0.1	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3	\$0.5
CIP0213	\$0.0	\$0.0	\$0.0	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2.0
CIP0221	\$0.0	\$0.0	\$0.0	\$0.0	\$1.5	\$2.0	\$2.0	\$2.5	\$3.0	\$3.0	\$14.0	\$14.0
<b>Subtotal</b>	<b>\$4.2</b>	<b>\$3.3</b>	<b>\$12.3</b>	<b>\$20.2</b>	<b>\$13.4</b>	<b>\$3.2</b>	<b>\$3.1</b>	<b>\$3.6</b>	<b>\$4.1</b>	<b>\$4.2</b>	<b>\$31.6</b>	<b>\$71.7</b>
<b>Expansion of Bus Garages</b>												
CIP0038	\$0.2	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.4
CIP0078	\$1.4	\$3.8	\$2.8	\$3.0	\$3.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3.5	\$14.5
CIP0240	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$5.0	\$8.5	\$13.5	\$13.5
<b>Subtotal</b>	<b>\$1.5</b>	<b>\$4.0</b>	<b>\$2.8</b>	<b>\$3.0</b>	<b>\$3.5</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$5.0</b>	<b>\$8.5</b>	<b>\$17.0</b>	<b>\$28.4</b>
<b>Subtotal</b>	<b>\$33.5</b>	<b>\$66.8</b>	<b>\$93.3</b>	<b>\$149.4</b>	<b>\$173.3</b>	<b>\$119.3</b>	<b>\$76.5</b>	<b>\$58.6</b>	<b>\$32.4</b>	<b>\$25.5</b>	<b>\$485.5</b>	<b>\$828.5</b>

**ATTACHMENT B-1**

Washington Metropolitan Area Transit Authority  
 FY2015-2020 Capital Improvement Program (CIP)  
 Multi-Year CIP Investments: FY2011-2020  
 (dollars in millions)

	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Forecast	Six-Year Plan						FY2015-20 Total	FY2011-20 Total
					FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan		
<b>D Systems and Technology</b>												
<b>Power System Upgrades - Rail</b>												
CIP0076	\$0.0	\$0.0	\$0.9	\$5.8	\$36.7	\$12.9	\$7.3	\$6.9	\$9.3	\$0.0	\$73.0	\$79.7
CIP0077	\$4.1	\$0.2	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.4
CIP0223	\$0.0	\$0.0	\$0.0	\$0.0	\$16.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$16.1	\$16.1
CIP0232	\$0.0	\$0.0	\$0.0	\$0.0	\$3.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3.1	\$3.1
<b>Subtotal</b>	<b>\$4.1</b>	<b>\$0.2</b>	<b>\$1.1</b>	<b>\$5.8</b>	<b>\$56.9</b>	<b>\$12.9</b>	<b>\$7.3</b>	<b>\$6.9</b>	<b>\$9.3</b>	<b>\$0.0</b>	<b>\$92.2</b>	<b>\$103.3</b>
<b>Operations Support Software</b>												
CIP0042	\$1.2	\$3.8	\$3.1	\$4.1	\$4.7	\$4.9	\$3.3	\$3.1	\$5.4	\$3.5	\$25.0	\$37.2
CIP0043	\$1.5	\$2.3	\$2.3	\$2.3	\$4.6	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9	\$19.1	\$27.5
CIP0044	\$6.9	\$5.8	\$5.0	\$4.1	\$7.3	\$5.5	\$4.8	\$2.7	\$3.5	\$3.5	\$27.1	\$48.9
CIP0045	\$8.0	\$7.5	\$4.0	\$6.1	\$5.5	\$5.3	\$5.3	\$4.2	\$5.4	\$7.1	\$32.6	\$58.2
CIP0047	\$1.0	\$1.3	\$2.0	\$2.2	\$2.9	\$2.0	\$1.4	\$2.1	\$1.6	\$1.0	\$11.0	\$17.4
CIP0051	\$0.0	\$0.2	\$0.8	\$3.7	\$4.6	\$0.5	\$0.5	\$0.5	\$0.5	\$3.0	\$9.5	\$14.3
CIP0052	\$3.0	\$5.1	\$5.3	\$3.8	\$4.1	\$5.4	\$3.3	\$4.9	\$4.9	\$6.0	\$28.6	\$45.9
CIP0053	\$0.9	\$0.6	\$1.0	\$1.4	\$1.8	\$1.7	\$1.5	\$1.5	\$1.5	\$1.7	\$9.6	\$13.5
CIP0056	\$0.8	\$1.5	\$2.9	\$4.6	\$4.3	\$4.5	\$4.6	\$4.1	\$4.8	\$4.0	\$26.3	\$36.2
CIP0128	\$0.0	\$1.2	\$1.4	\$1.5	\$1.8	\$1.4	\$1.1	\$0.8	\$0.7	\$1.0	\$6.8	\$11.0
CIP0140	\$1.9	\$2.3	\$4.1	\$1.6	\$0.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$9.9	\$10.8
CIP0144	\$1.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.3
CIP0149	\$0.0	\$0.3	\$2.1	\$2.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.9
CIP0215	\$0.0	\$0.0	\$0.0	\$1.0	\$3.0	\$3.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.0	\$7.0
<b>Subtotal</b>	<b>\$26.7</b>	<b>\$31.7</b>	<b>\$34.0</b>	<b>\$39.0</b>	<b>\$46.3</b>	<b>\$37.1</b>	<b>\$28.8</b>	<b>\$26.6</b>	<b>\$31.1</b>	<b>\$33.6</b>	<b>\$202.6</b>	<b>\$334.0</b>
<b>Business Support Software &amp; Equipment</b>												
CIP0030	\$0.1	\$1.9	\$0.2	\$0.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2.7
CIP0046	\$1.0	\$1.4	\$2.3	\$3.2	\$4.3	\$3.9	\$3.2	\$2.3	\$3.1	\$0.5	\$17.2	\$25.2
CIP0048	\$4.5	\$5.5	\$4.1	\$3.3	\$3.0	\$2.0	\$2.0	\$2.0	\$2.0	\$2.0	\$13.0	\$30.4
CIP0049	\$7.1	\$12.6	\$12.8	\$16.6	\$18.3	\$6.7	\$5.0	\$6.5	\$6.5	\$6.0	\$47.0	\$96.1
CIP0050	\$3.0	\$2.3	\$2.8	\$1.0	\$1.1	\$1.0	\$1.7	\$1.5	\$1.9	\$2.0	\$9.2	\$18.2
CIP0054	\$2.4	\$2.5	\$2.4	\$2.1	\$2.1	\$0.9	\$1.4	\$2.1	\$1.0	\$1.5	\$9.1	\$18.4
CIP0103	\$0.7	\$0.5	\$0.8	\$0.1	\$0.0	\$0.8	\$0.9	\$0.9	\$0.1	\$0.1	\$2.8	\$4.8
CIP0126	\$1.3	\$0.8	\$1.0	\$1.7	\$2.4	\$1.6	\$1.6	\$1.0	\$1.8	\$1.9	\$10.3	\$15.0
CIP0147	\$0.0	\$0.3	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.4
CIP0195	\$0.0	\$0.0	\$2.6	\$2.4	\$1.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.7	\$6.6
CIP0196	\$0.0	\$0.0	\$2.4	\$2.8	\$3.6	\$1.1	\$0.0	\$0.0	\$0.0	\$0.0	\$4.7	\$10.0
CIP0202	\$0.0	\$0.0	\$0.0	\$1.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.0
CIP0230	\$0.0	\$0.0	\$0.0	\$0.0	\$2.3	\$2.3	\$2.3	\$0.0	\$0.0	\$0.0	\$7.0	\$7.0
<b>Subtotal</b>	<b>\$20.0</b>	<b>\$27.8</b>	<b>\$31.5</b>	<b>\$34.5</b>	<b>\$36.8</b>	<b>\$20.4</b>	<b>\$18.0</b>	<b>\$16.4</b>	<b>\$16.4</b>	<b>\$13.9</b>	<b>\$123.9</b>	<b>\$235.7</b>
<b>Rail Fare Equipment</b>												
CIP0031	\$0.3	\$0.7	\$0.3	\$0.1	\$0.2	\$0.3	\$0.3	\$0.2	\$0.2	\$0.4	\$1.6	\$3.0
CIP0091	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
CIP0092	\$1.5	\$1.6	\$3.5	\$0.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$7.1
CIP0093	\$4.2	\$5.2	\$7.4	\$5.8	\$2.7	\$1.2	\$0.4	\$0.2	\$0.0	\$0.1	\$4.7	\$27.2
CIP0094	\$0.1	\$1.7	\$2.2	\$1.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$5.6
CIP0097	\$1.0	\$3.1	\$3.6	\$5.8	\$9.9	\$45.8	\$36.4	\$29.9	\$44.3	\$49.6	\$236.9	\$290.4
<b>Subtotal</b>	<b>\$7.1</b>	<b>\$12.3</b>	<b>\$17.0</b>	<b>\$13.6</b>	<b>\$33.8</b>	<b>\$47.3</b>	<b>\$37.1</b>	<b>\$30.4</b>	<b>\$44.5</b>	<b>\$50.1</b>	<b>\$243.2</b>	<b>\$293.3</b>
<b>Subtotal</b>	<b>\$57.8</b>	<b>\$72.1</b>	<b>\$83.5</b>	<b>\$92.9</b>	<b>\$171.8</b>	<b>\$117.7</b>	<b>\$91.1</b>	<b>\$80.3</b>	<b>\$101.3</b>	<b>\$97.7</b>	<b>\$659.8</b>	<b>\$866.2</b>

**ATTACHMENT B-1**

Washington Metropolitan Area Transit Authority  
 FY2015-2020 Capital Improvement Program (CIP)  
 Multi-Year CIP Investments: FY2011-2020  
 (dollar in millions)

	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Forecast	Six-Year Plan							FY2011-20 Total	FY2011-20 Total
					FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total		
<b>E Track and Structures</b>													
<b>Track Rehabilitation</b>													
CIP0018	Track Welding Program	\$0.4	\$2.6	\$2.8	\$2.5	\$5.7	\$4.0	\$4.2	\$4.5	\$4.6	\$4.3	\$27.3	\$35.7
CIP0019	Track Floating Slab Rehabilitation	\$1.5	\$1.6	\$1.2	\$1.2	\$1.6	\$1.9	\$2.0	\$2.3	\$2.4	\$2.4	\$12.6	\$18.2
CIP0021	Track Grout Pad Rehabilitation	\$2.4	\$4.1	\$1.9	\$2.0	\$2.4	\$2.8	\$3.0	\$3.6	\$3.7	\$2.9	\$18.4	\$28.7
CIP0022	Track Structural Rehabilitation	\$2.8	\$4.2	\$2.6	\$1.5	\$2.0	\$2.1	\$2.2	\$6.5	\$6.7	\$7.0	\$26.5	\$37.7
CIP0023	Third Rail Rehabilitation and Replacement	\$0.0	\$1.4	\$7.9	\$4.9	\$5.2	\$5.4	\$5.7	\$6.0	\$6.3	\$6.6	\$35.3	\$49.5
CIP0024	Track Rehabilitation	\$37.4	\$49.1	\$44.2	\$48.4	\$46.8	\$47.6	\$49.3	\$50.6	\$52.1	\$52.5	\$298.9	\$478.0
CIP0089	Track Fasteners	\$2.3	\$3.5	\$1.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$7.8
CIP0141	Cheverly Abutment	\$5.9	\$1.9	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$7.9
CIP0146	Switch Replacement Program	\$0.4	\$7.8	\$6.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$14.9
CIP0187	Roadway Drain Rehabilitation	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3.7	\$3.7	\$3.7
CIP0205	Bush Hill Aerial Structure Rehabilitation	\$0.0	\$0.0	\$0.0	\$0.0	\$1.5	\$0.5	\$0.0	\$0.0	\$0.0	\$0.0	\$2.0	\$2.0
<b>Subtotal</b>		<b>\$53.1</b>	<b>\$76.3</b>	<b>\$69.4</b>	<b>\$60.5</b>	<b>\$68.2</b>	<b>\$64.3</b>	<b>\$66.4</b>	<b>\$73.6</b>	<b>\$75.9</b>	<b>\$79.5</b>	<b>\$424.8</b>	<b>\$604.1</b>
<b>Station/Tunnel Rehabilitation</b>													
CIP0026	Station/Tunnel Leak Mitigation	\$3.4	\$3.5	\$3.5	\$2.2	\$3.7	\$4.2	\$5.0	\$5.5	\$5.7	\$5.8	\$30.0	\$42.6
<b>Subtotal</b>		<b>\$3.4</b>	<b>\$3.5</b>	<b>\$3.5</b>	<b>\$2.2</b>	<b>\$3.7</b>	<b>\$4.2</b>	<b>\$5.0</b>	<b>\$5.5</b>	<b>\$5.7</b>	<b>\$5.8</b>	<b>\$30.0</b>	<b>\$42.6</b>
<b>Subtotal</b>		<b>\$56.5</b>	<b>\$79.8</b>	<b>\$72.9</b>	<b>\$62.8</b>	<b>\$68.9</b>	<b>\$68.6</b>	<b>\$71.3</b>	<b>\$79.1</b>	<b>\$81.6</b>	<b>\$85.3</b>	<b>\$454.8</b>	<b>\$726.8</b>
<b>F Passenger Facilities</b>													
<b>Elevator/Escalator Facilities</b>													
CIP0072	Elevator Rehabilitation	\$0.9	\$4.4	\$3.5	\$4.5	\$6.8	\$7.6	\$5.3	\$5.3	\$5.3	\$3.9	\$34.3	\$47.6
CIP0073	Escalator Rehabilitation	\$3.5	\$14.4	\$13.9	\$14.6	\$17.1	\$16.5	\$12.1	\$15.3	\$11.8	\$12.3	\$85.2	\$131.5
CIP0132	Elevator/Escalator Repairables	\$4.7	\$5.3	\$8.9	\$5.9	\$9.5	\$8.4	\$7.5	\$7.1	\$7.5	\$7.6	\$47.5	\$72.3
CIP0185	Escalator Replacement	\$0.0	\$0.0	\$5.3	\$14.6	\$18.6	\$24.7	\$20.5	\$28.4	\$30.7	\$36.7	\$159.5	\$179.4
<b>Subtotal</b>		<b>\$9.1</b>	<b>\$24.1</b>	<b>\$31.6</b>	<b>\$39.5</b>	<b>\$52.0</b>	<b>\$57.2</b>	<b>\$45.4</b>	<b>\$56.1</b>	<b>\$55.3</b>	<b>\$60.5</b>	<b>\$326.5</b>	<b>\$430.9</b>
<b>Maintenance of Rail Station Facilities</b>													
CIP0087	Station Rehabilitation Program	\$8.6	\$8.7	\$11.8	\$7.1	\$10.2	\$12.2	\$11.3	\$11.7	\$12.3	\$12.7	\$70.4	\$106.7
CIP0138	System-wide Infrastructure Rehabilitation	\$54.5	\$33.6	\$45.9	\$27.0	\$19.0	\$8.2	\$0.0	\$0.0	\$0.0	\$0.0	\$27.2	\$188.2
CIP0150	Fire Systems	\$0.0	\$2.0	\$4.5	\$8.3	\$11.5	\$10.9	\$0.5	\$0.0	\$0.0	\$0.0	\$22.8	\$37.6
CIP0151	Station Cooling Program	\$0.0	\$9.3	\$5.5	\$10.1	\$10.2	\$4.0	\$1.5	\$5.0	\$9.8	\$6.0	\$36.5	\$61.4
CIP0152	Parking Garage Rehabilitation	\$0.0	\$0.8	\$0.6	\$4.0	\$8.4	\$6.6	\$6.6	\$6.3	\$6.1	\$6.7	\$37.5	\$42.9
CIP0153	Accessible Station Signage	\$0.0	\$0.0	\$0.1	\$0.1	\$0.1	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3	\$0.4
CIP0198	Platform to Mezzanine Stairs - Bethesda Station	\$0.0	\$0.0	\$0.4	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.6	\$0.7
CIP0199	Station & Right-of-Way Improvements	\$0.0	\$0.0	\$3.2	\$2.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.6	\$5.5
CIP0216	Ferret North Beam Rehabilitation	\$0.0	\$0.0	\$0.0	\$0.4	\$0.8	\$2.6	\$3.1	\$0.0	\$0.0	\$0.0	\$6.5	\$6.9
<b>Subtotal</b>		<b>\$63.1</b>	<b>\$54.3</b>	<b>\$71.9</b>	<b>\$59.6</b>	<b>\$57.3</b>	<b>\$44.6</b>	<b>\$22.9</b>	<b>\$23.0</b>	<b>\$28.2</b>	<b>\$25.4</b>	<b>\$201.3</b>	<b>\$450.3</b>
<b>Bicycle &amp; Pedestrian Facilities</b>													
CIP0035	Bicycle & Pedestrian Facilities: Capacity Improvements	\$0.5	\$1.5	\$1.7	\$1.5	\$3.1	\$2.2	\$1.7	\$1.7	\$1.7	\$2.9	\$13.4	\$18.6
<b>Subtotal</b>		<b>\$0.5</b>	<b>\$1.5</b>	<b>\$1.7</b>	<b>\$1.5</b>	<b>\$3.1</b>	<b>\$2.2</b>	<b>\$1.7</b>	<b>\$1.7</b>	<b>\$1.7</b>	<b>\$2.9</b>	<b>\$13.4</b>	<b>\$18.6</b>
<b>Rail Station: Capacity/Enhancements</b>													
CIP0017	Station Platform Safety Improvement (Truncated Domes)	\$0.0	\$0.0	\$0.0	\$3.2	\$0.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.7	\$3.9
CIP0039	Core & System Capacity Project Development	\$0.3	\$2.4	\$2.2	\$1.8	\$2.9	\$2.6	\$2.5	\$2.4	\$2.5	\$2.8	\$15.7	\$22.3
CIP0074	Installation of Parking Lot Credit Card Readers - Parking Automation	\$4.7	\$5.1	\$1.2	\$0.0	\$0.0	\$0.0	\$0.0	\$1.0	\$1.0	\$1.0	\$3.0	\$14.0
CIP0088	Station Entrance Canopies	\$0.0	\$0.0	\$0.0	\$1.0	\$3.6	\$8.6	\$8.6	\$10.4	\$5.6	\$0.0	\$36.8	\$37.8
CIP0178	Union Station Access & Capacity Improvements	\$0.0	\$0.0	\$0.0	\$0.0	\$0.9	\$4.5	\$2.0	\$10.5	\$10.9	\$7.0	\$35.8	\$38.8
CIP0179	Gallery Place Access & Capacity Improvements	\$0.0	\$0.0	\$0.0	\$0.0	\$0.9	\$0.5	\$3.8	\$10.8	\$16.6	\$0.0	\$32.6	\$32.6
CIP0218	Station Upgrades	\$0.0	\$0.0	\$0.0	\$0.6	\$3.4	\$8.8	\$2.3	\$0.0	\$0.0	\$0.0	\$14.4	\$15.0
CIP0219	Station Lighting Improvements	\$0.0	\$0.0	\$0.0	\$4.0	\$6.0	\$8.5	\$9.0	\$10.1	\$7.0	\$9.2	\$49.8	\$53.8
<b>Subtotal</b>		<b>\$5.0</b>	<b>\$7.5</b>	<b>\$3.4</b>	<b>\$10.6</b>	<b>\$18.5</b>	<b>\$33.4</b>	<b>\$28.2</b>	<b>\$45.3</b>	<b>\$43.5</b>	<b>\$19.9</b>	<b>\$186.6</b>	<b>\$215.2</b>

**ATTACHMENT B-1**

Washington Metropolitan Area Transit Authority  
 FY2015-2020 Capital Improvement Program (CIP)  
 Multi-Year CIP Investments: FY2011-2020  
 (dollars in millions)

	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Forecast	Six-Year Plan						FY2015-20 Total	FY2011-20 Total	
					FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan			
<b>Bus Priority Corridor Improvements</b>													
CIP0037 Bus Priority Corridor & Network	\$1.1	\$3.2	\$4.0	\$5.8	\$10.4	\$9.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$20.0	\$34.1
Subtotal	\$1.1	\$3.2	\$4.0	\$5.8	\$10.4	\$9.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$20.0	\$34.1
<b>Rail Station Equipment</b>													
CIP0099 Police Emergency Management Equipment	\$0.1	\$0.7	\$0.5	\$0.2	\$0.2	\$0.3	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$1.4	\$2.8
Subtotal	\$0.1	\$0.7	\$0.5	\$0.2	\$0.2	\$0.3	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$1.4	\$2.8
<b>Subtotal</b>	<b>\$78.9</b>	<b>\$91.3</b>	<b>\$113.1</b>	<b>\$117.2</b>	<b>\$141.6</b>	<b>\$147.3</b>	<b>\$98.3</b>	<b>\$126.3</b>	<b>\$129.0</b>	<b>\$109.0</b>	<b>\$761.4</b>	<b>\$1,151.9</b>	
<b>G Maintenance Equipment</b>													
<b>Rail Maintenance Equipment</b>													
CIP0020 Replacement of Rail Track Signage	\$1.2	\$1.3	\$0.9	\$0.9	\$1.2	\$1.4	\$1.4	\$1.5	\$1.5	\$1.5	\$1.5	\$8.6	\$12.9
CIP0025 Track Maintenance Equipment	\$1.4	\$6.7	\$28.3	\$15.7	\$0.0	\$0.0	\$0.0	\$0.0	\$7.0	\$9.7	\$16.7	\$6.7	\$68.7
CIP0027 Switch Machine Rehabilitation Project	\$0.3	\$0.9	\$1.5	\$1.8	\$1.9	\$2.9	\$2.4	\$2.1	\$1.0	\$1.0	\$1.3	\$1.8	\$18.8
CIP0065 Geometry Vehicle	\$2.6	\$3.1	\$4.8	\$2.0	\$0.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.5	\$12.9
CIP0066 Rail Shop Repair Equipment	\$1.7	\$1.9	\$2.2	\$13.5	\$7.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$7.9	\$27.2
CIP0133 Wayside Work Equipment	\$0.9	\$2.5	\$2.6	\$1.1	\$3.3	\$2.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.1	\$13.1
CIP0135 Train Control Signal and Traction Power System Interface	\$0.1	\$1.5	\$1.1	\$0.8	\$1.2	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.5	\$5.0
CIP0136 Radio Infrastructure Replacement - T-Band Relocation	\$0.1	\$1.5	\$0.9	\$1.8	\$6.0	\$21.3	\$42.0	\$41.3	\$32.0	\$11.7	\$184.2	\$158.6	
CIP0139 National Transportation Safety Board Recommendations	\$9.8	\$46.7	\$49.4	\$45.7	\$27.8	\$30.8	\$21.7	\$0.0	\$0.0	\$0.0	\$80.3	\$231.8	
CIP0222 Ref Operations Upgrade	\$0.0	\$0.0	\$0.0	\$0.0	\$5.0	\$20.8	\$15.0	\$0.0	\$0.0	\$0.0	\$40.8	\$40.8	
Subtotal	\$18.0	\$66.1	\$91.7	\$83.2	\$94.7	\$80.2	\$82.5	\$44.9	\$41.5	\$24.0	\$327.8	\$586.8	
<b>Bus Repair Equipment</b>													
CIP0004 Bus Repair Equipment	\$2.3	\$5.3	\$3.8	\$3.2	\$3.1	\$3.8	\$3.5	\$3.7	\$3.6	\$3.9	\$21.7	\$36.3	
Subtotal	\$2.3	\$5.3	\$3.8	\$3.2	\$3.1	\$3.8	\$3.5	\$3.7	\$3.6	\$3.9	\$21.7	\$36.3	
<b>Business Facilities Equipment</b>													
CIP0028 Materials Handling Equipment	\$0.1	\$0.1	\$0.2	\$0.1	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$1.0	\$1.6	
CIP0029 Warehouse Vertical Storage Unit	\$0.2	\$0.7	\$6.5	\$2.1	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3	\$9.7	
Subtotal	\$0.3	\$0.8	\$6.7	\$2.2	\$0.5	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$1.3	\$11.3	
<b>Subtotal</b>	<b>\$20.6</b>	<b>\$72.1</b>	<b>\$102.2</b>	<b>\$88.6</b>	<b>\$98.3</b>	<b>\$84.2</b>	<b>\$86.2</b>	<b>\$48.7</b>	<b>\$45.3</b>	<b>\$28.0</b>	<b>\$350.8</b>	<b>\$634.4</b>	
<b>H Other Facilities</b>													
<b>Business Support Facilities</b>													
CIP0033 Revenue Facility Equipment	\$0.0	\$0.0	\$0.0	\$0.3	\$1.5	\$0.8	\$0.0	\$0.0	\$0.0	\$0.0	\$2.4	\$2.8	
CIP0034 Revenue Collection Facility	\$0.0	\$0.0	\$0.8	\$1.1	\$0.8	\$0.6	\$0.0	\$0.0	\$0.0	\$0.0	\$1.4	\$3.2	
CIP0080 Building Infrastructure & Systems Renewal	\$1.1	\$8.8	\$5.5	\$2.0	\$3.8	\$9.7	\$11.6	\$11.3	\$5.0	\$0.0	\$41.4	\$58.8	
CIP0170 Roof Rehabilitation and Replacement	\$0.0	\$0.0	\$0.0	\$0.6	\$3.1	\$5.4	\$5.0	\$5.0	\$5.0	\$5.0	\$28.4	\$29.0	
CIP0197 Rehabilitation of Non-Revenue Facilities	\$0.0	\$0.0	\$0.7	\$0.9	\$0.6	\$1.1	\$1.7	\$0.8	\$0.8	\$1.1	\$6.1	\$7.7	
CIP0206 Carmen Turner Facility Electrical Distribution Upgrade	\$0.0	\$0.0	\$0.0	\$0.4	\$2.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2.6	\$3.0	
Subtotal	\$1.1	\$8.8	\$7.0	\$5.2	\$12.4	\$17.5	\$18.3	\$17.2	\$10.8	\$6.1	\$82.3	\$104.4	
<b>NTPD Support Facilities</b>													
CIP0101 Police Substation- New District 2/Training Facility	\$0.3	\$0.9	\$4.7	\$15.4	\$9.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$9.5	\$30.9	
CIP0102 Police Substation (Northern Virginia)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.4	\$0.8	\$0.0	\$0.0	\$0.0	\$0.0	\$1.0	\$1.0	
CIP0106 Special Operations Division Facility	\$0.1	\$10.2	\$0.9	\$12.3	\$5.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$5.1	\$28.7	
Subtotal	\$0.4	\$11.0	\$5.7	\$27.7	\$15.0	\$0.8	\$0.0	\$0.0	\$0.0	\$0.0	\$15.6	\$60.5	
<b>Subtotal</b>	<b>\$1.6</b>	<b>\$19.9</b>	<b>\$12.7</b>	<b>\$33.0</b>	<b>\$27.4</b>	<b>\$18.1</b>	<b>\$18.3</b>	<b>\$17.2</b>	<b>\$10.8</b>	<b>\$6.1</b>	<b>\$97.9</b>	<b>\$165.0</b>	
<b>I Project Management and Support</b>													
<b>Credit Facility</b>													
CIP0131 Credit Facility	\$2.5	\$1.0	\$0.4	\$1.3	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$15.0	\$20.1	
Subtotal	\$2.5	\$1.0	\$0.4	\$1.3	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$2.5	\$15.0	\$20.1	
<b>Planning</b>													
CIP0220 Bus Planning	\$0.0	\$0.0	\$0.0	\$0.0	\$0.8	\$1.0	\$1.0	\$1.0	\$1.5	\$1.5	\$6.8	\$8.8	
Subtotal	\$0.0	\$0.0	\$0.0	\$0.0	\$0.8	\$1.0	\$1.0	\$1.0	\$1.5	\$1.5	\$6.8	\$8.8	
<b>Subtotal</b>	<b>\$2.5</b>	<b>\$1.0</b>	<b>\$0.4</b>	<b>\$1.3</b>	<b>\$3.3</b>	<b>\$3.5</b>	<b>\$3.5</b>	<b>\$3.5</b>	<b>\$4.0</b>	<b>\$4.0</b>	<b>\$21.8</b>	<b>\$28.9</b>	
<b>Total</b>	<b>\$611.2</b>	<b>\$770.4</b>	<b>\$846.3</b>	<b>\$845.4</b>	<b>\$1,045.0</b>	<b>\$1,166.4</b>	<b>\$934.8</b>	<b>\$894.3</b>	<b>\$824.3</b>	<b>\$813.8</b>	<b>\$5,619.4</b>	<b>\$8,692.7</b>	

**ATTACHMENT B-2**  
**Washington Metropolitan Area Transit Authority**  
**FY2015-2020 Capital Improvement Program (CIP)**  
**Financial Plan**  
(dollars in millions)

	Six-Year Plan											
	FY2011 Plan	FY2012 Plan	FY2013 Plan	FY2014 Forecast	FY2015 Proposed	FY2016 Forecast	FY2017 Forecast	FY2018 Forecast	FY2019 Forecast	FY2020 Forecast	FY15-20 Total	FY11-20 Total
<b>Federal</b>												
Federal Formula Programs	\$ 160.9	\$ 286.1	\$ 248.6	\$ 278.7	\$ 332.3	\$ 293.0	\$ 293.0	\$ 293.0	\$ 293.0	\$ 293.0	\$ 1,797.3	\$ 2,771.6
Federal PRIIA	118.5	112.3	169.5	171.1	168.8	159.6	150.0	150.0	150.0	150.0	928.4	1,500.0
Other Federal Grants	-	6.7	12.6	25.7	15.6	14.3	0.8	6.9	7.4	4.5	49.6	94.6
<b>Subtotal Federal</b>	<b>279.5</b>	<b>405.2</b>	<b>430.7</b>	<b>475.5</b>	<b>516.7</b>	<b>466.9</b>	<b>443.8</b>	<b>449.9</b>	<b>450.4</b>	<b>447.5</b>	<b>2,775.3</b>	<b>4,366.2</b>
<b>State and Local</b>												
Match to Federal Formula	\$ 40.2	\$ 71.5	\$ 62.1	\$ 69.4	\$ 83.1	\$ 73.3	\$ 73.3	\$ 73.3	\$ 73.3	\$ 73.3	\$ 449.3	\$ 692.6
System Performance	59.1	103.4	126.6	103.0	148.7	109.7	117.1	117.1	117.1	117.1	726.8	1,118.8
State and Local PRIIA	118.5	112.3	169.5	171.1	168.8	159.6	150.0	150.0	150.0	150.0	928.4	1,500.0
Other State and Local	-	1.5	2.2	1.9	1.9	3.6	0.2	1.7	1.8	1.1	10.4	15.9
<b>Subtotal State and Local</b>	<b>217.8</b>	<b>288.7</b>	<b>360.5</b>	<b>345.4</b>	<b>402.5</b>	<b>346.1</b>	<b>340.6</b>	<b>342.1</b>	<b>342.2</b>	<b>341.5</b>	<b>2,114.9</b>	<b>3,327.3</b>
<b>Other Sources</b>												
MetroMatters	\$ 113.7	\$ 39.4	\$ 19.2	\$ 12.4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 184.8
Insurance Proceeds	0.1	8.3	22.8	1.9	4.8	-	-	-	-	-	4.8	38.0
Land Sale Proceeds	-	12.6	13.2	2.5	1.5	30.0	-	-	-	-	31.5	59.8
Miscellaneous	-	16.2	-	7.6	15.0	-	3.0	3.0	3.0	3.0	27.0	50.8
<b>Subtotal Other Sources</b>	<b>113.9</b>	<b>76.5</b>	<b>55.2</b>	<b>24.5</b>	<b>21.3</b>	<b>30.0</b>	<b>3.0</b>	<b>3.0</b>	<b>3.0</b>	<b>3.0</b>	<b>63.3</b>	<b>333.3</b>
<b>Financing</b>												
Interim Funding Sources	-	-	-	-	30.3	(30.3)	-	-	-	-	-	-
Planned Long-Term Financing	-	-	-	-	-	353.6	147.4	39.3	28.7	21.8	590.8	590.8
<b>Subtotal Financing</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>30.3</b>	<b>323.4</b>	<b>147.4</b>	<b>39.3</b>	<b>28.7</b>	<b>21.8</b>	<b>590.8</b>	<b>590.8</b>
<b>Metro 2025 Investment</b>												
Metro 2025 Investment	-	-	-	-	75.0	-	-	-	-	-	75.0	75.0
<b>Subtotal Metro 2025</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>75.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>75.0</b>	<b>75.0</b>
<b>Total</b>	<b>\$ 611.2</b>	<b>\$ 770.4</b>	<b>\$ 846.3</b>	<b>\$ 845.4</b>	<b>\$ 1,045.9</b>	<b>\$ 1,166.4</b>	<b>\$ 934.8</b>	<b>\$ 834.3</b>	<b>\$ 824.3</b>	<b>\$ 813.8</b>	<b>\$ 5,619.4</b>	<b>\$ 8,692.7</b>

**ATTACHMENT B-3**

**FY2015-2020 Proposed Capital Improvement Program (CIP)**

**Proposed Financial Plan - Allocation of State and Local Contributions**

(dollars in millions)

	FY2011 Plan	FY2012 Plan	FY2013 Plan	FY2014 Forecast	FY2015 Budget		Six-Year Plan								FY15-20 Total	FY11-20 Total
					Forecast Carry-Over	FY2015 Contribution	FY2015 Total	FY2016 Forecast	FY2017 Forecast	FY2018 Forecast	FY2019 Forecast	FY2020 Forecast				
<b>Formula Match and System Performance</b>																
District of Columbia	\$ 37.2	\$ 65.6	\$ 70.8	\$ 64.1	\$ 10.9	\$ 75.2	\$ 86.2	\$ 68.0	\$ 70.7	\$ 70.7	\$ 70.7	\$ 70.7	\$ 70.7	\$ 437.1	\$ 674.8	
Montgomery County	17.3	30.4	32.8	29.4	5.0	34.5	39.5	31.2	32.5	32.5	32.5	32.5	32.5	200.5	310.5	
Prince George's County	19.0	33.5	36.2	30.5	5.2	35.8	41.1	32.4	33.7	33.7	33.7	33.7	33.7	208.3	327.5	
Maryland Subtotal	36.3	63.9	69.0	59.9	10.2	70.4	80.6	63.6	66.2	66.2	66.2	66.2	66.2	408.8	638.0	
City of Alexandria	4.1	7.2	7.8	7.7	1.3	9.1	10.4	8.2	8.5	8.5	8.5	8.5	8.5	52.8	79.5	
Arlington County	7.6	13.4	14.5	14.4	2.5	16.9	19.3	15.3	15.9	15.9	15.9	15.9	15.9	98.2	148.1	
City of Fairfax	0.3	0.5	0.5	0.4	0.1	0.5	0.6	0.5	0.5	0.5	0.5	0.5	0.5	3.0	4.7	
Fairfax County	13.5	23.8	25.7	25.3	4.3	29.7	34.0	26.8	27.9	27.9	27.9	27.9	27.9	172.5	260.8	
City of Falls Church	0.3	0.5	0.5	0.5	0.1	0.6	0.7	0.6	0.6	0.6	0.6	0.6	0.6	3.7	5.5	
Virginia Subtotal	25.8	45.4	49.0	48.4	8.3	56.8	65.1	51.3	53.4	53.4	53.4	53.4	53.4	330.1	498.6	
Subtotal Formula Match & System Performance	99.3	174.9	188.7	172.4	29.4	202.4	231.8	182.9	190.4	190.4	190.4	190.4	190.4	1,176.1	1,811.4	
<b>State and Local PRIIA</b>																
District of Columbia	39.5	37.4	56.5	57.0	6.0	50.3	56.3	53.2	50.0	50.0	50.0	50.0	50.0	309.5	500.0	
State of Maryland	39.5	37.4	56.5	57.0	6.0	50.3	56.3	53.2	50.0	50.0	50.0	50.0	50.0	309.5	500.0	
Commonwealth of Virginia	39.5	37.4	56.5	57.0	6.0	50.3	56.3	53.2	50.0	50.0	50.0	50.0	50.0	309.5	500.0	
Subtotal State and Local PRIIA	118.5	112.3	169.5	171.1	18.0	150.9	168.8	159.6	150.0	150.0	150.0	150.0	150.0	928.4	1,500.0	
<b>Metro 2025 Investment</b>																
District of Columbia	-	-	-	-	-	25.0	25.0	-	-	-	-	-	-	25.0	25.0	
State of Maryland	-	-	-	-	-	25.0	25.0	-	-	-	-	-	-	25.0	25.0	
Commonwealth of Virginia	-	-	-	-	-	25.0	25.0	-	-	-	-	-	-	25.0	25.0	
Subtotal Metro 2025 Investment	-	-	-	-	-	75.0	75.0	-	-	-	-	-	-	75.0	75.0	
<b>Total</b>	<b>\$ 217.8</b>	<b>\$ 287.2</b>	<b>\$ 358.2</b>	<b>\$ 343.5</b>	<b>\$ 47.3</b>	<b>\$ 428.3</b>	<b>\$ 475.6</b>	<b>\$ 342.5</b>	<b>\$ 340.4</b>	<b>\$ 340.4</b>	<b>\$ 340.4</b>	<b>\$ 340.4</b>	<b>\$ 340.4</b>	<b>\$2,179.5</b>	<b>\$3,386.4</b>	





**ATTACHMENT D**

**OTHER CAPITAL PROJECTS**

**Summary of Reimbursable Capital Projects: FY2015**

(dollars in millions)

	Pre-FY2011 Actual	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	FY2017 Forecast	FY2018 Forecast	FY2019 Forecast	FY2020 Forecast	Projected Total
<b>Virginia</b>												
<b>Alexandria, City of</b>												
CRB0023 Alexandria Rail Yard - EA	\$ 0.1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.1
CRB0032 Crystal City - Potomac (Alex)	-	0.0	-	-	-	-	-	-	-	-	-	0.0
CRB0011 Eisenhower Avenue Station Entrance	-	0.1	0.1	-	-	-	-	-	-	-	-	0.2
CRB0012 King Street Station Bus Loop Reconfiguration	-	0.0	0.5	0.2	0.4	-	-	-	-	-	-	1.1
CRB0013 Potomac Yard Alt. Analysis	0.2	0.3	1.2	2.1	0.3	-	-	-	-	-	-	4.1
CRB0075 King Street Station Improvements	16.3	-	-	-	-	-	-	-	-	-	-	16.3
CRB0113 Potomac Yards	0.2	-	-	-	-	-	-	-	-	-	-	0.2
CRB0126 Crystal City-Potomac Yard Transitway - Buses	-	-	-	3.7	-	-	-	-	-	-	-	3.7
<b>Arlington County</b>												
CRB0064 Arlington County Project Mgmt.	0.8	-	-	-	-	-	-	-	-	-	-	0.8
CRB0068 Clarendon Station Improvements	0.1	0.2	-	-	-	-	-	-	-	-	-	0.4
CRB0015 Columbia Pike Street Car NEPA & PE	0.3	1.8	1.6	0.3	-	-	-	-	-	-	-	3.9
CRB0016 Bus Super Stop Prototype	0.1	0.2	0.7	0.0	-	-	-	-	-	-	-	1.0
CRB0042 Rosslyn Station New Entrance	3.8	0.2	0.2	0.3	-	-	-	-	-	-	-	4.4
CRB0111 National Airport	4.5	-	-	-	-	-	-	-	-	-	-	4.5
CRB0117 Shirlington Garage Design Study	0.0	-	-	-	-	-	-	-	-	-	-	0.0
CRB0125 Twinbrook Commons JDA	-	-	-	0.0	-	-	-	-	-	-	-	0.0
<b>Fairfax County</b>												
CRB0026 Bus Stop Signs 600 In Fairfax	-	-	0.0	0.0	-	-	-	-	-	-	-	0.0
CRB0050 Vienna/Fairfax-GMU Parking Structure	0.7	-	-	-	-	-	-	-	-	-	-	0.7
CRB0051 Vienna Parking Structure	26.2	-	-	-	-	-	-	-	-	-	-	26.2
CRB0053 Vienna Station Improve - Pulte Home	0.0	-	-	-	-	-	-	-	-	-	-	0.0
CRB0017 Vienna Mezzanine Stairs	-	0.4	1.4	(0.0)	-	-	-	-	-	-	-	1.8
CRB0054 West Falls Church Parking Structure	16.7	0.1	0.1	0.0	-	-	-	-	-	-	-	16.8
CRB0084 West Fall Church Bus Bays	2.3	0.3	0.0	-	-	-	-	-	-	-	-	2.6
<b>Virginia-wide</b>												
CRB0018 Project Development	5.5	0.5	0.6	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	13.1
CRB0029 Crystal City/Potomac Yard	1.1	0.2	0.0	0.0	-	-	-	-	-	-	-	1.3
CRB0019 Dulles Extension Design/Build	12.2	40.1	40.6	62.7	63.7	73.9	48.0	56.2	39.5	20.3	21.7	478.9
CRB0020 Dulles Phase 2	-	0.6	0.8	0.7	8.1	11.2	12.4	19.5	36.7	11.6	-	101.6
Virginia Subtotal	\$ 91.1	\$ 45.1	\$ 47.9	\$ 70.8	\$ 73.3	\$ 85.9	\$ 61.2	\$ 76.5	\$ 77.0	\$ 32.7	\$ 22.5	\$ 684.0
<b>All Jurisdictional and Other Partners</b>												
CRB0021 6000-Series Rail Cars Base Contract	\$ 112.2	\$ 6.8	\$ (0.7)	\$ 1.5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 119.7
CRB0022 Regional Travel Training ACCS	0.1	0.5	0.5	0.0	0.1	-	-	-	-	-	-	1.2
CRB0038 Precision Stopping	0.5	0.4	-	-	-	-	-	-	-	-	-	0.9
CRB0041 IT Communication Enhancement	1.4	0.0	-	0.1	-	-	-	-	-	-	-	1.6
CRB0060 Regional Fare Int. (MTA)	6.1	0.0	-	-	-	-	-	-	-	-	-	6.1
MSC0005 Tax Advantage Lease Program	7.0	0.1	0.1	0.0	-	-	-	-	-	-	-	7.2
All Jurisdiction Subtotal	\$ 127.3	\$ 7.8	\$ (0.2)	\$ 1.7	\$ 0.1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 136.7
<b>Grand Total</b>	<b>\$ 343.6</b>	<b>\$ 60.9</b>	<b>\$ 96.9</b>	<b>\$ 82.4</b>	<b>\$ 94.2</b>	<b>\$ 88.1</b>	<b>\$ 63.4</b>	<b>\$ 78.7</b>	<b>\$ 79.2</b>	<b>\$ 34.9</b>	<b>\$ 24.7</b>	<b>\$ 1,047.0</b>