



Board Document

OVERVIEW			
<b>PRESENTATION NAME</b>	Endorsement of the Rail Modernization Program Vision and Red Line Modernization Project	<b>DOCUMENT NO.</b>	300121
<b>ACTION OR INFORMATION</b>	Action		
<b>STRATEGIC TRANSFORMATION PLAN GOAL</b>	Service excellence; Talented teams; Financial and Organizational Efficiency;		
<b>RESOLUTION</b>	Yes		
EXECUTIVE OWNER			
<b>EXECUTIVE TEAM OWNER</b>	Webster, Thomas J.;		
<b>ORGANIZATION</b>	Planning and Performance		
<b>DOCUMENT INITIATOR</b>	Mike R. Collins		
OTHER INFORMATION			
<b>COMMITTEE</b>	Finance and Capital Committee	<b>COMMITTEE DATE</b>	4/23/2026
<b>PURPOSE/KEY HIGHLIGHTS</b>	Concurrent with adoption of the FY2027 Recommended Budget and FY2027-2032 Capital Improvement Program, the resolution endorses the system-wide Rail Modernization Program vision as well as the Red Line Modernization Project and authorizes Metro to enter into the Federal Transit Administration’s Capital Investment Grant program.		
<b>DISCUSSION</b>	Metro’s Rail Modernization Program builds on several recent efforts, including: <ul style="list-style-type: none"><li>• The DMVMoves Plan (adopted November 17, 2025) calls for significant investment in rail modernization to improve safety, reliability, efficiency, and core capacity.</li></ul>		



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- Metro's Strategic Transformation Plan (adopted December 11, 2025) identifies Rail Modernization as a Priority Program needed to achieve Metro's Goals, Objectives, and Key Results.
- Metro's Rail Modernization Program Plan, presented in December 2025, outlining a long term vision to modernize the Metro Rail system through automation.

Metro Rail's aging system presents challenges with safety, reliability, capacity, and efficiency. Trespassing incidents and human error are difficult to mitigate with current system design, inconsistent acceleration and braking by operators and signal system failures generate delays, rising maintenance costs are exacerbated by difficulties in finding replacement parts, bottlenecks at key locations and expensive alternatives, and an overall outdated concept of operations with rising operating expenses providing an inflexible service model.

Rail Modernization directly addresses each of these challenges and puts Metro on the path to providing world-class transit.

Modernization and automation can transform Metro's operations and establish safer, more reliable, and more efficient service with greater capacity.

The first phase would be focused on the Red Line. The Red Line is Metro's oldest line, operationally isolated from the rest of the system, with the smallest infrastructure footprint. It is also Metro's busiest line with growing ridership.

The proposed FY2027-2032 CIP includes Phase 1 of Metro's systemwide Rail Modernization Program with the Red Line Modernization Project.

The Red Line Modernization Project scope covers Communications-Based Train Control (CBTC) installation of the entire 32-mile line, three rail yards, and the Greenbelt test track. Railcar conversions cover a mix of 7000- and 8000-series cars. Platform doors are to be installed at stations. Supporting systems installation will connect new systems to the Metro Integrated Command and Communications Center (MICC) and upgrade existing technical systems to improve monitoring and control operations.

Metro intends to pursue federal funding for the Red Line Modernization Project. Metro anticipates that the project is a competitive candidate for federal funds through the Capital Investment Grants (CIG) program as a Core Capacity project. The CIG Program is a multi-year, multi-step process; the first step is to request entry into the program. Subsequent milestones include selection of a Locally Preferred Alternative, entry into the Engineering phase, and eventual negotiation of a Full Funding Grant Agreement.



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	<p>The FY2027 Capital Budget and FY2027–2032 Capital Improvement Program include \$913 million for Red Line Modernization and Capacity, including funding to support CIG Project Development.</p> <p>Staff recommend that the Board approve the Rail Modernization Program Vision and Red Line Modernization Project Resolution.</p>
<b>INTERESTED PARTIES</b>	<p>Deutsche Bahn E.C.O. NA, Hitachi, Kawasaki, Alstom, Knorr-Bremse, Parsons Transportation, HNTB, Mott McDonald</p>
<b>RECOMMENDATION/NEXT STEPS</b>	<p>Recommendation Endorse the Rail Modernization Program Vision and Red Line Modernization Project Resolution</p> <p>Next Steps Staff will submit a letter and supporting documentation to the Federal Transit Administration to request entry into the Capital Investment Grants Program.</p>
<b>FUNDING IMPACT</b>	<p>This action authorizes Metro to commit funds to complete the Project Development phase for the Red Line Modernization Project, consistent with the total funding for the Red Line Modernization Project included in the FY2027-2032 CIP.</p>

**PRESENTED AND ADOPTED: April 23, 2026**

SUBJECT: ENDORSEMENT OF THE RAIL MODERNIZATION PROGRAM VISION AND  
RED LINE MODERNIZATION PROJECT

**2026-10**

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

WHEREAS, On November 17, 2025, the Board of Directors and Council of Governments passed a joint resolution adopting the *DMV Moves* Vision and six regional goals as the foundation for regional planning and endorsing the *DMV Moves* Plan; and

WHEREAS, The *DMV Moves* Plan calls for Metro to invest in rail modernization, including a modern signaling system, investments in railcars, and platform doors at stations to improve safety, reliability, and efficiency, and increase core capacity; and

WHEREAS, On December 11, 2025, the Board of Directors adopted Metro's Strategic Transformation Plan that identifies Priority Programs, including Rail Modernization, that structure and sequence investments in order to deliver on Metro's Goals, Objectives, and Key Results; and

WHEREAS, Metro delivered multiple public presentations in 2024 and 2025 identifying key challenges facing the rail system and the opportunity for rail modernization to deliver world class transit to the region, culminating in the Rail Modernization Program Plan presented to the Board of Directors on December 11, 2025, that sets out a vision for modernizing the Metro system by using automation to improve safety, reliability, and efficiency, and increase core capacity; and

WHEREAS, Consistent with Metro's past practice, such as the return to semi-automated operation between 2024 and 2025, the first phase of the Rail Modernization Program is planned for the Red Line because of its infrastructure age, operational isolation from other rail lines, and relatively compact infrastructure footprint; and

WHEREAS, Rail ridership is growing system-wide, the Red Line is Metro's busiest rail line, and Metro anticipates continued ridership growth and, therefore, the Red Line will need more capacity in the future; and

**Motioned by Mr. McAndrew, seconded by Mr. Alcorn**

**Ayes: 6- Ms. Santos, Mr. McAndrew, Mr. Alcorn, Dr. Hadden Loh, Ms. Weber and Mr. Flowers**

WHEREAS, The Federal Transit Administration's Capital Investment Grants ("CIG") Program is a multi-year, multi-phase, discretionary grant program to fund transit capital investments including projects that increase core capacity; and

WHEREAS, Metro anticipates that the Red Line Modernization Project is a competitive candidate for the CIG Program as a Core Capacity project; and

WHEREAS, If and after the Federal Transit Administration accepts Metro's application for entry into Project Development, then Metro will be required to meet certain milestones, including selection of a Locally Preferred Alternative; after which time, Metro may request entry into the Engineering Phase and upon successful completion of the Engineering Phase, Metro would then begin negotiations for a Full Funding Grant Agreement; and

WHEREAS, The first step of the CIG Program is to request entry into Project Development; and

WHEREAS, The FY 2027 Capital Budget and the FY2027-2032 Capital Improvement Program includes \$913 million for the Red Line Modernization Project, including funding for CIG Project Development;

NOW, THEREFORE, be it

*RESOLVED*, That the Board of Directors adopts a system-wide Metro Rail Modernization Program vision to improve safety, reliability, efficiency, and capacity of the system; and be it further

*RESOLVED*, That the Board of Directors endorses the Red Line Modernization Project as the first phase of the system-wide vision for modernization; and be it further

*RESOLVED*, That the Board of Directors authorizes Metro to commit funds for Red Line Modernization Project Development and to request entry of that project into the Project Development phase of the Capital Investment Grants Program; and be it further

*RESOLVED*, That staff shall report to the Board of Directors on a quarterly basis on the status and progress of the Red Line Modernization Project, including details of program design and implementation milestones and procurement activities, budget, program delivery organization and resourcing, and federal grant application activities to support the program; and be it further

*RESOLVED*, That staff shall return to the Board of Directors to seek approval to adopt a Locally Preferred Alternative and for entry into future phases of the Capital Investment Grant Program; and be it finally

*RESOLVED*, That to continue the work associated with the Red Line Modernization Project and the Capital Investment Grants Program Project Development phase without interruption, this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Patricia Y. Lee  
Executive Vice President, Chief Legal Officer,  
and General Counsel

WMATA File Structure No.:  
4.4.2 Grant Applications