



Capital Improvement Program

Progress Report

FY2026 Quarter 3

Washington Metropolitan Area Transit Authority



Overview

Metro's Capital Improvement Program

Metro's FY26-FY31 Capital Improvement Program (CIP) totals \$10.9 billion* with funding from the federal government, state and local contributions, and other sources. Metro's FY26 capital budget was approved by the Board of Directors on April 10, 2025, for a total authorized expense budget of \$2.1 billion.*

The six-year CIP focuses on safety, security, state of good repair, and reliability of Metrorail, Metrobus, and MetroAccess and the facilities, infrastructure and systems that support our transit network. The plan also includes targeted investments to drive operating efficiency and improvements that will support service reliability, sustainability, and the customer experience.

Metro's capital program is grouped into six major Investment Categories: Railcar and Railcar Facilities; Rail Systems; Track and Structures Rehabilitation; Stations and Passenger Facilities; Bus, Bus Facilities, and Paratransit; and Business and Operations 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 CFA 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. Metro has negotiated and signed individual DF agreements with Virginia (May 1, 2019), Maryland (September 26, 2019), and the District of Columbia (October 22, 2020).

**Amounts exclude debt service and revenue loss from capital projects.*

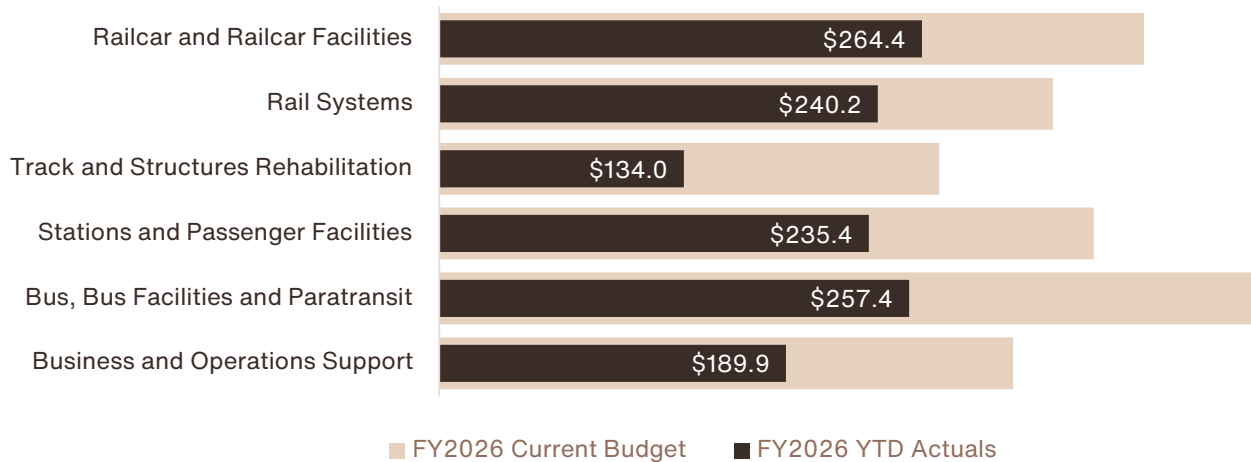
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Capital Improvement Program

FY26 Q3 Capital Expenses

(\$M)



Metro has invested \$1,321.3 million in the Capital Improvement Program through Q3

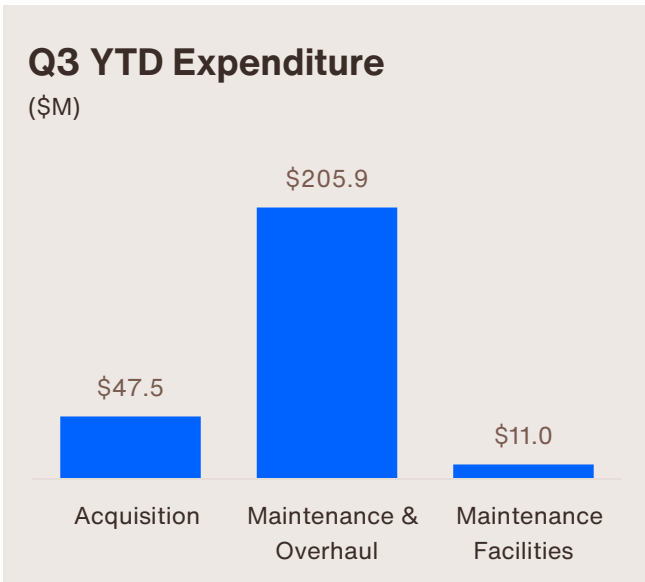
The fiscal year 2026 Board-approved Capital Budget is \$2.1 billion. By the end of quarter 3 of fiscal year 2026 Metro invested \$1,321.3 million in the Capital Program. Metro forecasts year-end spending to be \$1.89 billion, consistent with Quarter 2 forecast. The variance between forecast and budget is due to cost reductions, schedule impacts, overly optimistic forecasts, and market conditions. To improve the accuracy of forecasts and program delivery, Metro is updating schedule and budgets to reflect current expenditure timelines and market conditions. Potential savings in FY2026 will be reinvested into the Capital Program. Metro internally analyzed and restructured its approach to forecasting the Capital Budget and developed an updated forecast of approximately \$1.89 billion for fiscal year 2026. It is important to note that expenditure typically increases later in the fiscal

year (i.e., preventative maintenance transfers, delivery of buses, spring/summer construction peaks, and end of year invoices). Simultaneously, Metro has adopted an aggressive approach to project management and delivery to accelerate outcomes. Metro will continue with this robust analytical approach to forecasted expenditures and apply structural changes to the fiscal year 2027 Capital Program to advance key initiatives.



Pictured: MetroBus

Railcar and Railcar Facilities



Acquisition – \$47.5M

8K Series Railcar Program Advances Design with Supplier Partners

During FY26 Q3, the 8K Railcar program continued advancing design qualification and system integration activities in coordination with Hitachi and key suppliers. Contract modifications remained in development for the additional features requested by WMATA, including 5G communications for real-time diagnostics and live video streaming, passenger compartment enhancements informed by Fleet of the Future Expo, expanded cab and platform CCTV coverage,

additional ADA door status indicators, and underframe maintenance lighting.

Carbody and system design qualification testing remained ongoing during the quarter. The engineering team continued participation in Final Design Review activities in Italy, while system-specific working group discussions remained active to address open technical issues and support continued design refinement. Interior and exterior design updates also continued to align with WMATA’s current branding standards.

Maintenance and Overhaul – \$205.9M

Railcar Scheduled Maintenance Program Ensures System Reliability and Extends Fleet Longevity

During FY26 Q3, Metro continued scheduled maintenance activities under the Rail Vehicle Rehabilitation Program for both the 3000 Series and 7000 Series railcars, supporting ongoing fleet reliability and lifecycle management.

FY26 Q3 production totals include 4 cars completed under the 3000 Series Scheduled Maintenance Program (SMP) and 16 cars completed under the 7000 Series SMP. These activities continue to support state of good repair objectives and operational reliability across the rail fleet.

| Scheduled Maintenance Program | Q3 Cars Completed |
|-------------------------------|-------------------|
| 3000 Series | 4 |
| 7000 Series | 16 |

Maintenance Facilities – \$11.0M

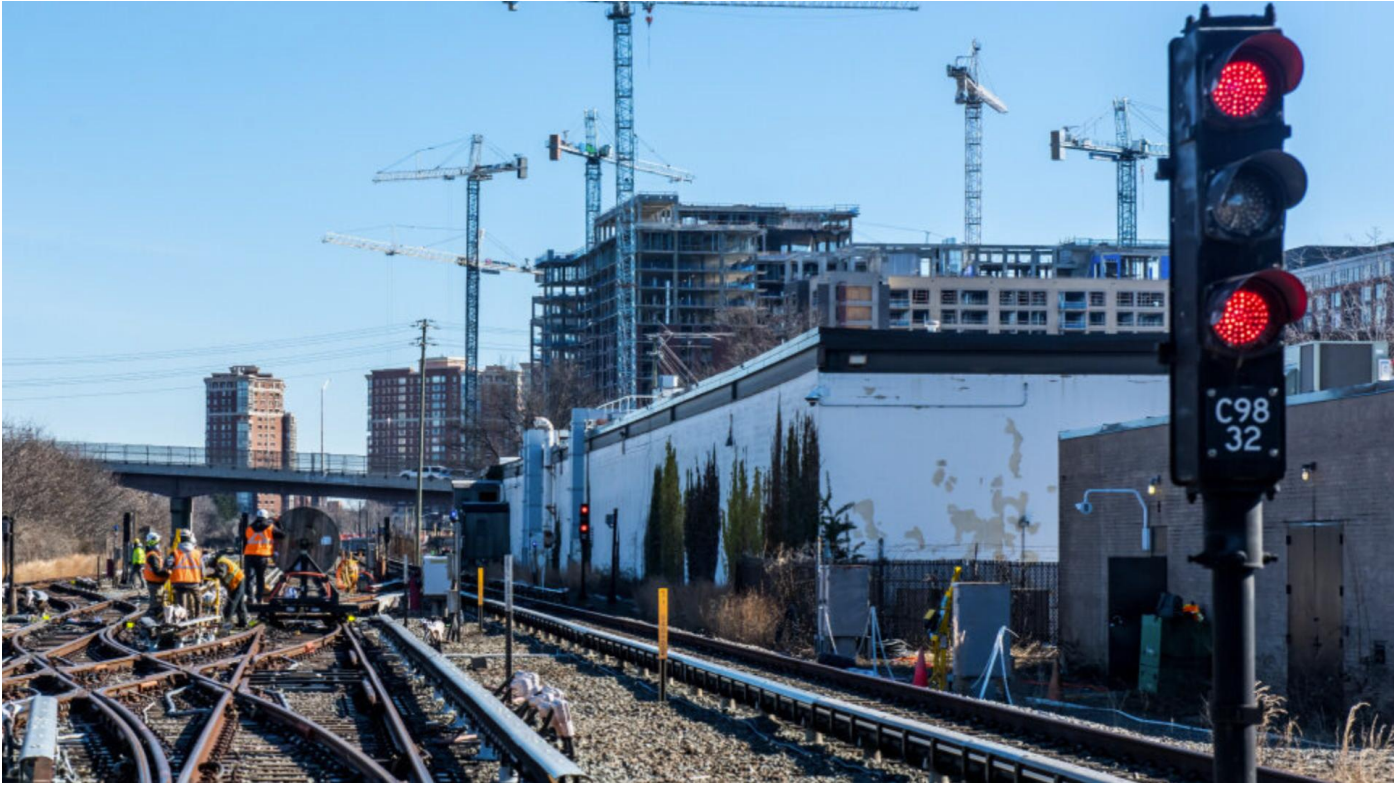
Multiple railyard facility and design efforts are underway across New Carrollton, Shady Grove, West Falls Church, Greenbelt, and Dulles.

The New Carrollton Storage Optimization project advanced from 10% design to 30% design. For West Falls Church Yard Rehabilitation, the contractor began 30% design activities.

The HVAC Replacement project at Greenbelt Railyard is completed and is now awaiting final change order resolution for closeout. For the New Carrollton Car Track Equipment Maintenance Shop Improvement, 100% design was completed and approved, demolition was completed, and construction is now underway.

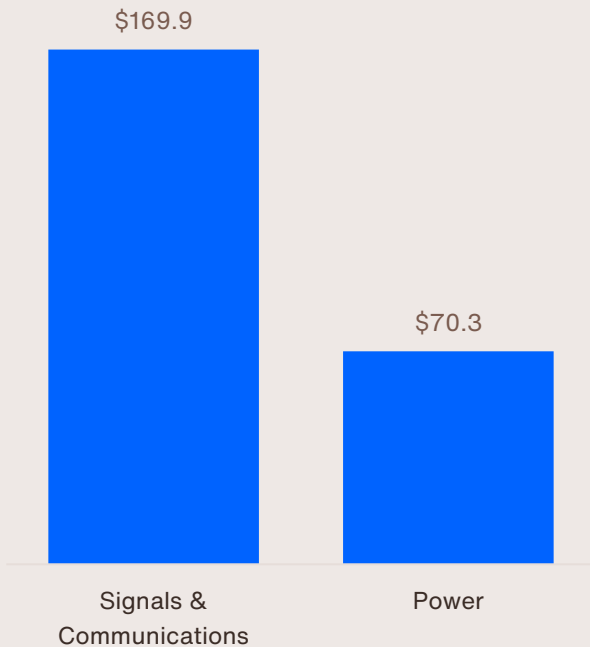
For Dulles Heavy Repair and Overhaul Facility Improvement, 30% design progressed during the quarter, with pre-final reports submitted to WMATA for review and comment ahead of final draft. In parallel, procurement activities began for the future design-build contract.

Rail Systems



Q3 YTD Expenditures

(\$M)



Signals and Communications – \$169.9M

Automatic Train Control State of Good Repair Program continued progress across multiple field locations to support system reliability and automation readiness

Field activities during the quarter included the replacement of 2 switch machines, 2 cables (cross-bond and multi-conductor), and 9 high-current bonds. Cable meggering and insulation testing were completed at 4 locations.

For Train Control Room Renewal, the contractor continued operating three shifts to expedite installation of Automatic Train Protection modules, bonds, loops, MERCS, and Remote Terminal Unit. In parallel, implementation of the Embedded Rail Communication Server solution continued.

Systemwide Automatic Train Operation remained in operation throughout Q3. The project team continued monitoring operations, addressing issues as needed, and submitting materials to the Washington Metrorail Safety Commission as part of the process toward final concurrence.

The Fiber Optic Cable Installation program continued system integration and testing activities following completion of fiber installation in the prior quarter

The program completed 13,328 splices, 8,981 terminations, tested 240 active circuits and 125 ATR circuits, and completed the OPS1 700 MHz and Montgomery County 800 MHz system-related fiber optic circuits. A Temporary Use Notice (TUN) was also issued and delivered to the Radio Team, supporting transition into operational use.

The Rail Modernization Program advanced planning and coordination activities in support of future system implementation

The program continued defining the baseline for current operations and advanced planning for the transition to the future communications-based train control (CBTC) signaling Concept of Operations. Ongoing coordination across railcar conversion, platform screen doors, and cybersecurity supported

alignment with the program schedule and capital funding strategy.

Procurement for the Platform Screen Door pilot also progressed during the quarter. Requirements were finalized, and staff augmentation actions advanced to support systemwide assessments, design planning, and Red Line station surveys. These activities position the pilot for award in Q4.

Power – \$70.3M

Systemwide traction power improvements strengthen network reliability and electrical performance across multiple rail segments

Traction Power State of Good Repair work continued across multiple locations, with approximately 13,440 linear feet of cable installed during the quarter.

Construction was completed at Twinbrook and continued at Grosvenor, Medical Center, Rockville, and the Shady Grove Service and Inspection traction power station.

For Tagging Relay and Supervisory Control & Data Acquisition Upgrades, construction was completed at Metro Center, Eastern Market, and Minnesota Avenue. Work continued at Farragut West and Federal Center, while new construction activities began at Arlington Cemetery, Smithsonian, and Herndon.

| Traction Power Improvements | FY2026 YTD Actuals | FY2026 planned | Completion percentage |
|--------------------------------------------|---------------------------|-----------------------|------------------------------|
| SOGR cable installations (LF) ¹ | 45,793 | 36,000 | 127% |
| Cable meggering | 1,549 | 2,000 | 77% |
| Uninterruptable power supply replacement | 14 | 14 | 100% |

1 - LF - Linear Feet; All cable installations (replacements and additions) are included in this line.

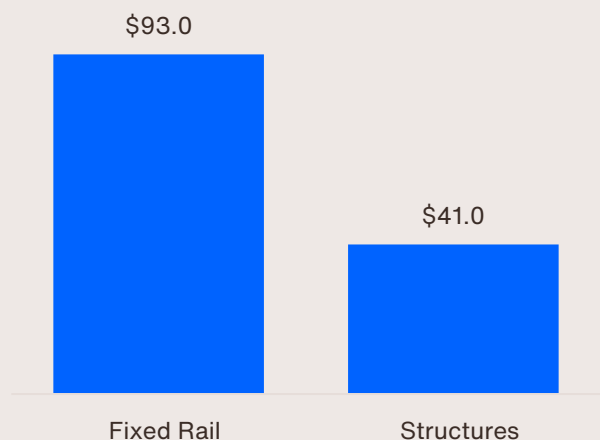


Track and Structures Rehabilitation



Q3 YTD Expenditures

(\$M)



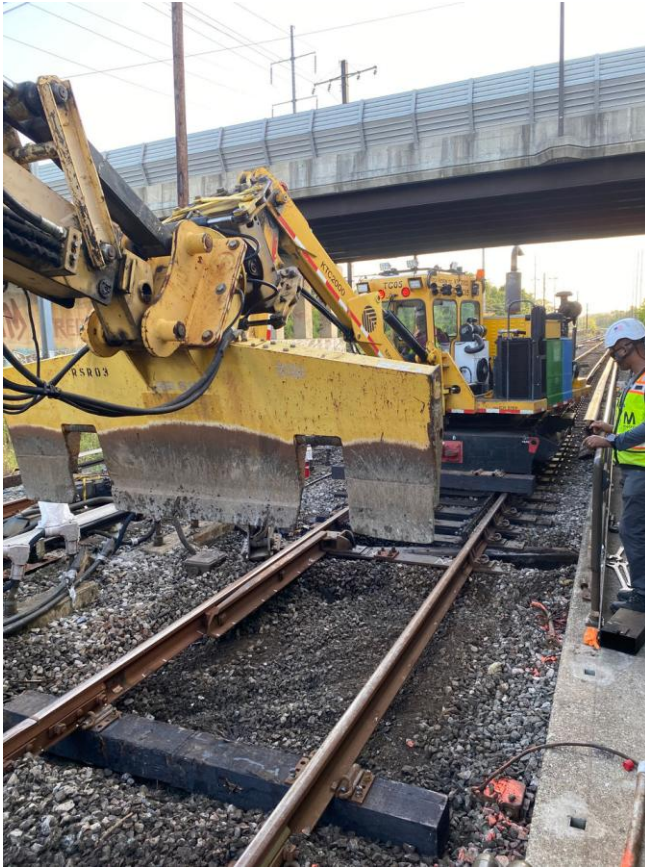
Fixed Rail - \$93.0M

The Track and Structures team advanced critical state of good repair work across all rail lines

Crews focused on grout pad rehabilitation, running rail renewal, joint elimination, and replacement of crossies and fasteners, along with ongoing preventive maintenance activities such as leak mitigation/dome relief, vegetation management, drain rodding, and track bed cleaning.

Inclement weather, material delivery lead times, and track access constraints continued to influence the sequencing of activities. Key accomplishments

include 3,232 linear feet of grout pad rehabilitation, renewing 4,533 linear feet of rail, 18 joints eliminated, 243 crossties replaced, 3,199 fasteners replaced, 158 insulators replaced, and 595 leak mitigations completed.



associated testing, safety certification submittals, and bus tie connections are substantially complete. Supervisory Control and Data Acquisition (SCADA) integration and remote terminal unit (RTU) testing are nearing completion, pending final power energization and internal testing. Project construction completion remains anticipated in mid-May 2026, with systemwide ventilation evaluation to proceed once all AC rooms are fully re-energized.

Shaft Structural Rehabilitation Program Advances Design Work and Construction

Construction is currently in progress at two shaft locations. Design is complete for four additional sites, with the final site nearing completion (90% design) and under review.

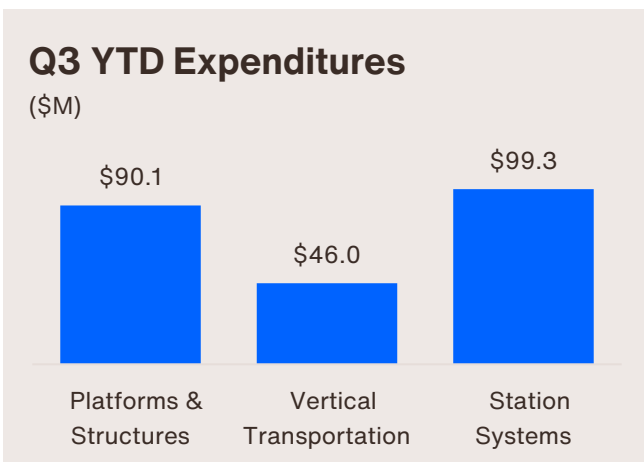
For the remaining shafts, design work is actively progressing, with initial project planning deliverables underway and site survey activities in progress.

Structures - \$41.0M

The Tunnel Ventilation (Red Line Pilot) project progresses near completion, with remaining work focused on final power transition, testing, and system integration.

Metro continued advancing the Tunnel Ventilation – Red Line Pilot project toward completion during FY26 Q3, with remaining activities concentrated on final power transfer, testing, and system integration. The transition from temporary power to permanent switchgear at Woodley Park and Cleveland Park is in its final stage, with power transfer activities approximately 96% complete. Temporary Use Notices have been issued for both locations, and

Station and Passenger Facilities



Platforms and Structures – \$90.1M

Parking Garage and Surface Lot Rehabilitation activities progressed across maintenance, closeout, and design workstreams

Routine capital maintenance under Parking Facility Preventive Maintenance Program continued as needed across facilities, including cleaning, power washing, and seasonal upkeep. Several projects are advancing toward closeout: Garage Rehabilitation at 5 Metrorail Stations is complete and scheduled to close in Q4 FY26; Shady Grove South Garage is

pending resolution of ADA signage and remains on track for Q4 closeout; and Surface Lots Project has completed all work and is also expected to close in Q4.

Crystal City East Entrance Project advanced through active construction

Major structural work is largely complete, including interior wall pours, grade slabs, and mezzanine steel and slab installation under Rail Service Adjustments. Breakthrough activities to connect the new entrance are currently underway.

Systems installation and relocations continue across key areas, including electrical, HVAC, fire alarm, communications, and security systems.

In parallel, the construction coordination agreement covering kiosk replacement and related scope updates has been finalized and is being prepared for presentation to the WMATA and Arlington County Boards.

Sewage Ejector Replacement activities progressed across both construction and design phases

Construction advanced at Forest Glen and Congress Heights, where new systems were installed, pumps were commissioned, and Substantial Completion Inspections were completed. Work also progressed at the next set of sites, with mobilization and demolition completed at Glenmont and Mount Vernon, and installation currently underway.

Vertical Transportation – \$46.0M

Elevator Rehabilitation Program focuses on phased modernization

| Elevator Location | Number of Units | Rehabilitation Status |
|-------------------|-----------------|-----------------------|
| McPherson Square | 1 | Complete |
| Glenmont | 1 | Complete |
| New Carrollton | 1 | Complete |

| Elevator Location | Number of Units | Rehabilitation Status |
|-------------------|-----------------|-----------------------|
| Mount Vernon | 1 | Construction |
| Glenmont | 1 | Pending construction |
| Alexandria Yard | 1 | Pending construction |
| Rockville | 1 | Pending construction |

Escalator and Elevator Overhaul Program Focuses on Preventive Maintenance

In Q3, the Escalator and Elevator Overhaul Program continued its focus on preventive maintenance, modernization, and infrastructure reliability. A total of 260 work orders were completed. The West Hyattsville Station modernization project was also completed.

Station Systems – \$99.3M

Fare Collection Modernization program advances across procurement, system development, and deployment efforts

The Tap. Ride. Go. initiative progressed with software stabilization, completed parking testing, and early-stage deployment at Metro parking facilities. Planning also continued for additional payment options and reduced fare program enhancements.

Digital Display Improvement Program Modernizes Customer Information Visibility

During Q3, Digital Display Improvement Program progressed across installations, project closeouts, and next-phase planning.

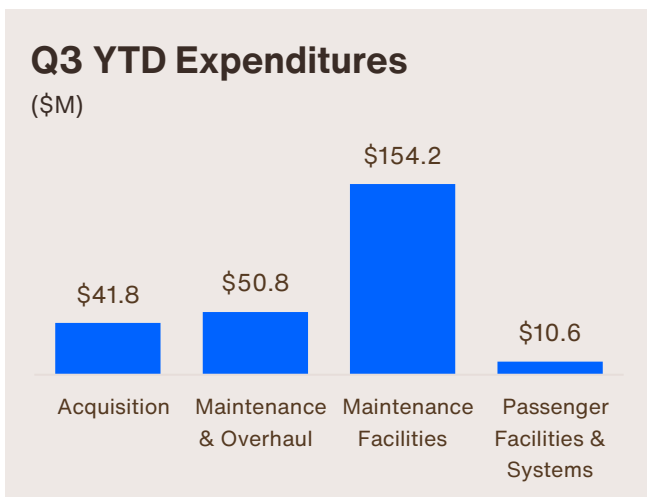
Key installations were completed at Navy Yard and Pentagon stations, while broader network screen deployment has been rescheduled.

Upcoming initiatives are advancing, including the Golden Triangle signage improvements and map design services. Website modernization efforts also



progressed, with development, accessibility testing, and cloud integration underway.

Bus, Bus Facilities and Paratransit

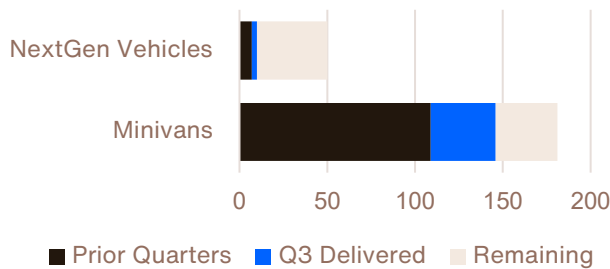


Acquisition – \$41.8M

Fleet Deliveries and Zero Emission Program Progress

For Metro Access fleet, 37 minivans were delivered during the quarter, bringing total FY26 deliveries to 146 out of 181 vehicles, with 35 remaining. Additionally, 3 NextGen vehicles were delivered in Q3, increasing cumulative deliveries to 10 out of 50 vehicles, with 40 remaining.

Metro Access Vehicle Deliveries



Progress under the Zero Emission Bus Program included both fleet deployment and supporting implementation efforts. All battery-electric buses were placed into revenue service at Shepherd Parkway, while additional spare parts were received and charger training was approved to support operations and maintenance readiness.

Maintenance and Overhaul – \$50.8M

Multiple bus-related initiatives progressed across technology upgrades, maintenance improvements, and fleet rehabilitation.

Bus technology upgrades are nearing completion, with onboard equipment installations largely finalized and fleet configurations standardized to improve operator usability. In parallel, system enhancements continued to strengthen real-time operations, service monitoring, and overall system reliability.

Bus maintenance initiatives advanced through the continued procurement and deployment of tools and equipment across garages, improving operational readiness. A new bus simulator training room also moved into early project and construction phases.

Fleet rehabilitation efforts remained active, delivering bus overhauls and key component replacements to extend vehicle life and reliability. Additionally, driver safety barrier installations are being evaluated, with prototype designs to enhance safety features and address some early issues.

| Bus Rehabilitation Activities | Q3 Completions |
|-------------------------------|----------------|
| Bus Rehabilitations | 23 |
| Engine Assemblies | 18 |
| Transmission Assemblies | 36 |
| Driver Barriers | 179 |

Maintenance Facilities – \$154.2M

Northern Bus Garage Construction Advances on Multiple Fronts

During Q3, construction at the Northern Bus Garage Replacement continued across the building exterior, interior, and parking structure areas. Exterior work included installation of stud framing, sheathing, air barrier, envelope insulation, face brick, window frames and panes, and the Ultra-High Performance Concrete panel system, along with selective demolition at the historic façade. Work also continued on the car parking roofing system, insulation, and topping slabs.

Inside the building, crews continued slab preparation and concrete pours, along with installation of mechanical, electrical, and plumbing hangers, piping, conduit, HVAC ductwork, building expansion joints, interior concrete masonry unit (CMU) walls, and door frames. Installation of the supplemental steel required for the battery electric bus (BEB) system also continued during the quarter.

Bladensburg Bus Garage Rehabilitation Progresses with Employee Parking Construction

During Q3, Phase 2 construction for the Employee Parking and New Entrance/Bus Parking areas progressed steadily, with work advancing from foundational elements into broader site development.

Foundation installation continued, with significant progress on structural supports and early concrete work. In parallel, underground utility installation moved forward to support future operations.

Site preparation activities also advanced, including grading, base preparation, and material removal to ready the area for subsequent construction phases. At the same time, remaining punch list items from Phase 1 were addressed to close out earlier work.

Coordination efforts also continued to support updates to the battery electric bus infrastructure design.

Passenger Facilities and Systems – \$10.6M

Bus Shelter Installations Expands to multiple stations

During Q3, bus shelter installation progressed across multiple locations, with several sites completed and others actively under construction. Installations were completed at Twinbrook and Shady Grove, while work at Medical Center advanced through early construction. Materials for upcoming installations have been received, and final inspections are planned for the next phase of work.

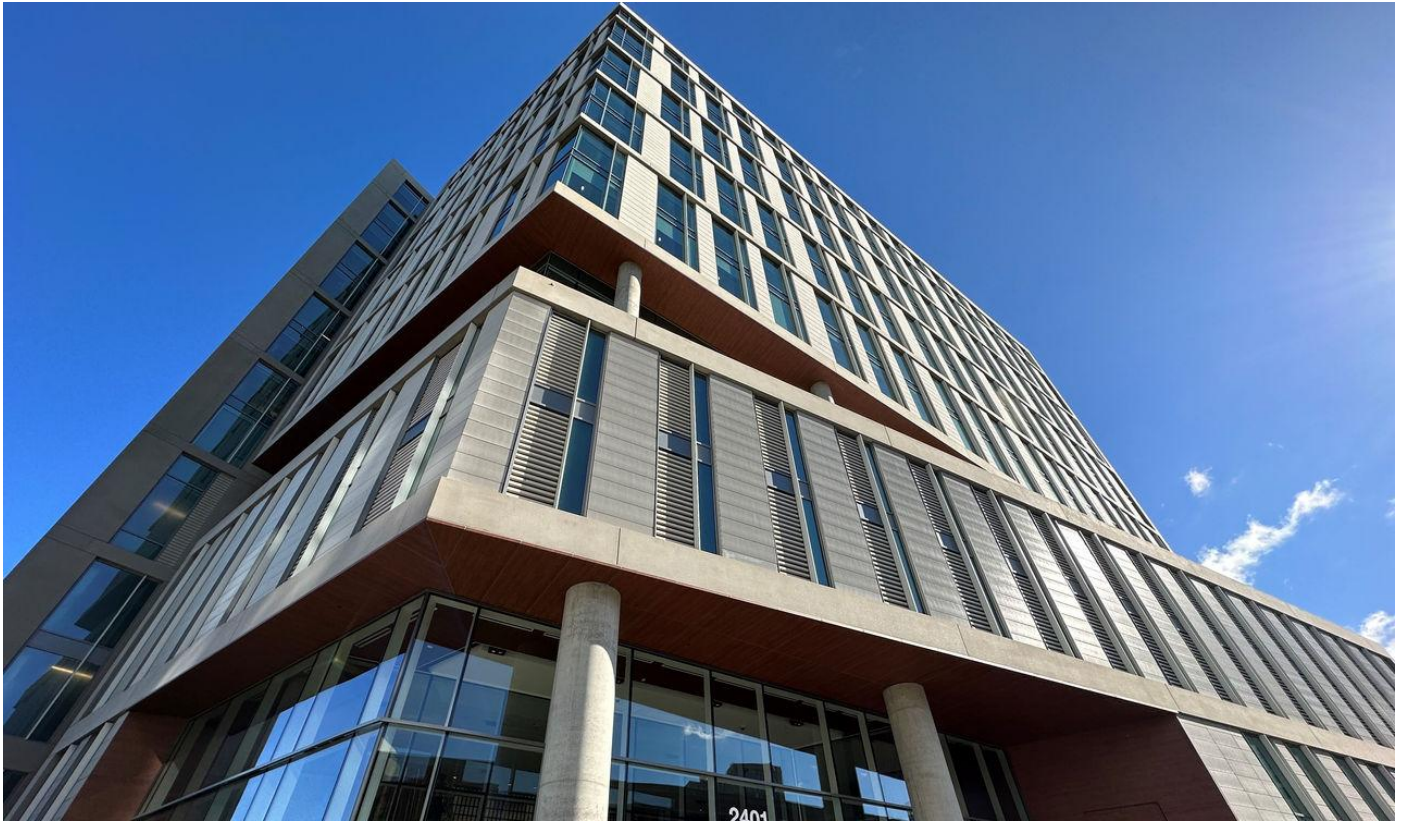
Bus Priority Program Continued Advancing Corridor Planning

During Q3, the Bus Priority Program progressed with planning and implementation efforts to improve bus reliability and corridor performance. Coordination continued across key corridors and regional partners (including Crosstown BRT & Wisconsin Avenue in Maryland), while development of the next phase of signal priority improvements moved forward with preparation of vendor solicitation.

Implementation of Clear Lanes also progressed, with installation planning underway and additional equipment deployment advancing. These efforts collectively support improved service reliability and stronger regional coordination.

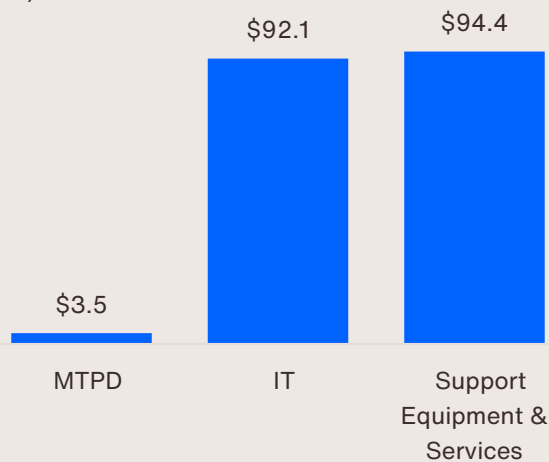
Business and Operations

Support



Q3 YTD Expenditure

(\$M)



MTPD - \$3.5M

MTPD Security and Readiness Initiatives

The Body-Worn Camera effort for MTPD Districts 1 and 2 was completed and fully closed out, and construction activities continued at the MTPD canine facility at Auth Place.

During the quarter, the program transitioned several initiatives into active execution. Work progressed on the MTPD Training and Wellness Facility at Pennsy, and deliveries began for upgraded officer equipment, including the Taser 10. Deployment of new police dogs and canine agility equipment was completed, further strengthening operational readiness. Planning and preparation continued for

additional specialty equipment initiatives to support future MTPD operations.

Digital Modernization – \$92.1M

Bus and Rail Scheduling System Expands

During Q3, efforts to modernize scheduling and workforce management systems for Bus and Rail continued to make steady progress. Additional staff were onboarded to support operations, and training for the latest network redesign was completed. System enhancements also advanced, with key functionality demonstrations completed and core development nearing completion.

In parallel, digital forms and process automation efforts moved forward through engagement with internal teams to better understand operational needs and streamline workflows. Coordination with external partners also progressed to support improved credentialing and verification processes.

ERP Testing Advances and Financials Planning Progresses

During Q3, the ERP Software Replacement program advanced through key testing milestones and implementation planning. Cross-system testing was completed, and user acceptance testing began for workforce management functions. Payroll validation also progressed through multiple testing cycles, supporting readiness for the next phase.

In parallel, planning for financial management functions moved forward, including design work for grants and project cost tracking. Based on this progress, the project timeline was updated to align with a revised implementation schedule.

Support Equipment and Services – \$94.4M

Joint Development Program Advances Multiple Transit-Oriented Projects

During Q3, the Joint Development Program advanced key projects from partner selection through agreement negotiations. A developer was

selected for the Capitol Heights site, and approval was secured to move forward with a partnership at Congress Heights.

Work also progressed to prepare upcoming development opportunities, including advance preparation of solicitation materials for Braddock Road. At the same time, negotiations continued across several sites, as Metro worked with partners to refine project scope and finalize development terms.

Real Estate

Metro proactively manages its real estate and parking assets to maximize transit access, stimulate economic development, generate non-fare revenue, and increase transit ridership through transit-oriented development.

Joint Development

See Metro’s 10-Year Strategic Plan for Joint Development [2025 Progress Report](#).

Capitol Heights: Metro selected Atlantic Pacific Companies as the development team for the 3.8-acre joint development site at Capitol Heights, part of Prince George’s County Blue Line Corridor initiative. The planned development includes 320 affordable housing units and 10,000 square feet of retail. Staff will commence negotiations on the joint development agreement in anticipation of Board authorization later this year.

Congress Heights: Metro received Board authorization to enter into a Joint Development Agreement with DC Public Library for a new 23,000 square foot library at Congress Heights. As part of the agreement, a new bus operator relief facility will be included in the library.

Twinbrook: Metro received Board approval of the Twinbrook Compact Public Hearing Staff Report and amendment of the Mass Transit Plan to relocate the bus loop and eliminate the surface parking lot to enable future joint development.

Incidental Use

Shady Grove: Metro entered into a new no-fee lease agreement for the day care facility operated by Montgomery County located south of the station.

Shady Grove: Metro entered into a lease agreement for approximately 2,500 sq/ft of Metro property on the northwest side of the station to support the construction of an adjacent multifamily development.



Pictured: Capitol Heights development rendering



Pictured: Congress Heights library rendering

Federal Awards Update

FTA Active Awards

- 17 active awards (10 Formula, 3 Capital PRIIA, 1 OIG PRIIA, 3 Discretionary)

FTA Grant Actions

- WMATA is finalizing its FFY25 Formula Grant Applications (including amendments). Five 5 were awarded during the quarter.
- Applications include Formula Urban Section 5307 and State of Good Repair 5337, Low No Grant applications (FFY23 for \$104M and FFY25 for \$50M); Congestion Mitigation and Air Quality Discretionary application for buses and an application for 5310 Discretionary funds for paratransit vans.
- WMATA continues to coordinate with the participating jurisdictions to finalize the Split for the Federal FY26 Apportionment.
- FTA approved the PRIIA project listing and with the adoption of the FY2027 Capital Budget, the applications can be submitted for both the Capital program and the Office of Inspector General (OIG).

FTA Close Outs

- 3 FTA/DOT grants are targeted for close out.

Non-FTA Active Awards

- 3 DHS/FEMA Transit Security Grant Program (TSGP) awards and 1 USDOT Office of the Secretary SMART Grant

Non-FTA Discretionary programs

- Non-Federal awards include the Commuter Choice awards for operating assistance for four routes in Virginia.
- WMATA recently received notification of its award under the DOT Regional Infrastructure Accelerator (RIA) Program.

Non-FTA Close Outs

- One (1) DHS grant is targeted for closeout before the end of the Federal Fiscal Year.

Federal Awards Update

| Federal Award ID | Application Name | Period of Perform End Date | Federal Award (\$M) | Drawn | Balance |
|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|---------------------|---------|---------|
| DC-2021-003 | FFY20 5339 (c) Low-No Metrobus Zero-Emission Fleet Program | 12/30/2026 | \$4.2 | \$3.7 | \$0.5 |
| DC-2021-014 | FFY21 5339 Bladensburg Bus Garage | 12/30/2027 | \$33.6 | \$33.5 | \$0.1 |
| DC-2022-014 | FFY 2022 Section 5307 Bladensburg Bus Garage, Northern Bus Garage and Rail Station Revitalization Program | 12/30/2027 | \$355.9 | \$348.9 | \$7.0 |
| DC-2022-015 | FFY22 5307 Bus Replacements, Van Replacements, Bus Rehabilitation, and Bus Preventive Maintenance | 06/30/2030 | \$160.4 | \$83.1 | \$77.3 |
| DC-2022-016 | FFY22 Section 5337 Rehabilitation of Yellow Line Bridge and Tunnel, Rehabilitation of Bridge Structures and Construction of Heavy Repair Overhaul Facility | 07/30/2027 | \$198.3 | \$106.9 | \$91.4 |
| DC-2022-017 | FFY22 Section 5307 Station Entrance Canopies and Stairways, Rehabilitation of Parking Facilities, Rail | 12/30/2028 | \$35.4 | \$30.1 | \$5.3 |

| Federal Award ID | Application Name | Period of Perform End Date | Federal Award (\$M) | Drawn | Balance |
|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|---------------------|---------|---------|
| | Station Cooling, and AC Power and Switches | | | | |
| DC-2023-007 | FFY23 PRIIA WMATA Vertical Transportation, Yellow Line Tunnel and Bridge Rehabilitation, Tunnel Water Leak Mitigation, Automatic Train Control Rooms | 6/30/2026 | \$143.5 | \$142.0 | \$1.5 |
| DC-2024-002 | FFY24 VA CMAQ WMATA Bus Replacement | 12/30/2026 | \$3.4 | \$0 | \$3.4 |
| DC-2024-009 | FFY24 PRIIA WMATA - ELES Water Intrusion, Escalator Replacement, Prime Mover Replacement, ATC Train Control Rooms, AC Switchgear Rehab, Railcar SMP and Tunnel Leak Mitigation | 6/30/2027 | \$143.5 | \$86.8 | \$56.7 |
| DC-2024-013 | Section 5337 Preventive Maintenance Track and Railcars, Station Cooling, Parking Rehab, Station Gate Replacements | 6/30/2028 | \$242.2 | \$73.9 | \$168.2 |
| DC-2024-014 | FFY24 Section 5307 Bus Preventive Maintenance and Rehabilitation, Security Systems, | 12/29/2028 | \$115.3 | \$32.4 | \$82.9 |

| Federal Award ID | Application Name | Period of Perform End Date | Federal Award (\$M) | Drawn | Balance |
|------------------|---------------------------------------------------------------------------------------------------------------------------------|----------------------------|---------------------|--------|---------|
| | MTPD Projects, and ADA L'Enfant Elevator | | | | |
| DC-2025-004 | PRIIA WMATA Office of Inspector General | 6/30/2028 | \$5.0 | \$2.1 | \$2.9 |
| DC-2025-005 | FFY25 PRIIA WMATA- Railcar SMP, Escalator Replacement, ATC Train Control Rooms, AC Switchgear Rehab, and Tunnel Leak Mitigation | 12/29/2028 | \$143.5 | \$34.7 | \$108.8 |
| DC-2025-006 | FFY25 VA CMAQ WMATA Bus Replacement | 1/31/2028 | \$3.8 | \$0 | \$3.8 |
| DC-2026-003 | Section 5339a Bladensburg Bus Garage | 12/30/2028 | \$12.3 | \$0 | \$12.3 |
| DC-2026-004 | Section 5307 Bus Barriers, Paratransit Vehicles, Bladensburg and Northern Bus Garages | 12/30/2029 | \$174.4 | \$0 | \$174.4 |
| DC-2026-005 | Section 5307 - MTPD Training Bldg., Metro Training Center, Bus CDL/MTPD Training Lot | 12/30/2029 | \$9.2 | \$0 | \$9.2 |

Note: Drawn numbers are from inception through 03/30/2026 which include updated period of performance end dates.



Financial Tables

FY26 Quarter 3

Table 1: Capital Program Financials by Investment Categories¹

(\$M)

| Investment Categories | FY26 Current Budget | FY26 YTD Actuals | YTD % Budget Expended |
|--------------------------------------------|---------------------|------------------|-----------------------|
| Acquisition | 95.1 | 47.5 | 50% |
| Maintenance & Overhaul | 259.8 | 205.9 | 79% |
| Maintenance Facilities | 31.1 | 11.0 | 35% |
| Railcar and Railcar Facilities | \$386.0 | \$264.4 | 68% |
| Power | 112.1 | 70.3 | 63% |
| Signals & Communications | 224.0 | 169.9 | 76% |
| Rail Systems | \$336.0 | \$240.2 | 71% |
| Fixed Rail | 197.4 | 93.0 | 47% |
| Structures | 76.5 | 41.0 | 54% |
| Track and Structures Rehabilitation | \$273.8 | \$134.0 | 49% |
| Platforms & Structures | 122.0 | 90.1 | 74% |
| Vertical Transportation | 64.1 | 46.0 | 72% |
| Station Systems | 172.5 | 99.3 | 58% |
| Stations and Passenger Facilities | \$358.5 | \$235.4 | 66% |
| Acquisition | 102.1 | 41.8 | 41% |
| Maintenance & Overhaul | 79.5 | 50.8 | 64% |
| Maintenance Facilities | 240.3 | 154.2 | 64% |
| Passenger Facilities & Systems | 27.0 | 10.6 | 39% |
| Bus, Bus Facilities and Paratransit | \$448.9 | \$257.4 | 57% |
| IT | 156.6 | 92.1 | 59% |
| MTPD | 6.2 | 3.5 | 56% |
| Support Equipment & Services | 151.5 | 94.4 | 62% |
| Business and Operations Support | \$314.3 | \$189.9 | 60% |
| Total Capital Programs | \$2,117.6 | \$1,321.3 | 62% |

¹ Excludes Dedicated Funding Debt Service



Table 2: Capital Program Financials and Adjustments by Project

| CIP & Project Name | FY26 Original Budget | Budget Adjustments | FY26 Current Budget | FY26 YTD Actuals | YTD% Budget Expended |
|-------------------------------------------------|-----------------------|------------------------|----------------------|----------------------|----------------------|
| CIP0059 8000-Series Railcars | 75,774,093 | - | 75,774,093 | 12,220,374 | 16% |
| CIP0256 7000-Series Railcars | 18,164,559 | - | 18,164,559 | 29,561,283 | 163% |
| CRB0019_19 Silver Line Phase 1 Railcars | - | - | - | 2,899,761 | 0% |
| CRB0020_01 Silver Line Phase 2 Railcars | 1,194,393 | - | 1,194,393 | 2,786,918 | 233% |
| Railcar Acquisition | 95,133,045 | - | 95,133,045 | 47,468,336 | 50% |
| CIP0063 Rail Vehicle Rehab Program | 150,162,139 | - | 150,162,139 | 118,361,491 | 79% |
| CIP0067 Railcar Safety & Reliability | 882,975 | 950,000 | 1,832,975 | 505,344 | 28% |
| CIP0142 Railcar Preventative Maint | 107,800,000 | - | 107,800,000 | 51,909,543 | 48% |
| CIP0900 Preventative Maint | - | - | - | 35,118,352 | 0% |
| CIP0301 Railcar Maint/Overhaul Future | - | - | - | 4,907 | 0% |
| Railcar Maintenance/Overhaul | 258,845,114 | 950,000 | 259,795,114 | 205,899,636 | 79% |
| CIP0225 Heavy Repair & Overhaul Facil | - | 1,050,000 | 1,050,000 | 1,273,028 | 121% |
| CIP0279 Railyard Shop Equipment Replacement | 9,888,249 | - | 9,888,249 | 966,571 | 10% |
| CIP0283 Major Railcar Maint Equip SOGR | - | - | - | 21,168 | 0% |
| CIP0284 Railyard Facility & Site Rehabilitation | 35,627,000 | (15,490,000) | 20,137,000 | 8,769,332 | 44% |
| Railcar Maintenance Facilities | 45,515,249 | (14,440,000) | 31,075,249 | 11,030,099 | 35% |
| Railcar Investments | \$ 399,493,408 | \$ (13,490,000) | \$386,003,408 | \$264,398,071 | 68% |
| CIP0076 100% 8-Car Train Power Upgrade | - | - | - | 12,784 | 0% |
| CIP0253 Traction Power SOGR | 105,736,762 | - | 105,736,762 | 69,327,476 | 66% |
| CIP0286 Power Generator Replacement | 6,324,330 | - | 6,324,330 | 957,908 | 15% |
| Propulsion | 112,061,093 | - | 112,061,093 | 70,298,167 | 63% |

| CIP & Project Name | FY26 Original Budget | Budget Adjustments | FY26 Current Budget | FY26 YTD Actuals | YTD% Budget Expended |
|--------------------------------------------------|-----------------------------|---------------------------|----------------------------|-------------------------|-----------------------------|
| CIP0136 Radio Infrastructure Replace | 31,300,252 | - | 31,300,252 | 26,461,224 | 85% |
| CIP0251 Automatic Train Control SOGR | 86,472,602 | - | 86,472,602 | 60,121,618 | 70% |
| CIP0257 Emergency Trip Station Rehab | - | 250,000 | 250,000 | 152,633 | 61% |
| CIP0332 Fiber Optic Cable Installation | 86,812,972 | - | 86,812,972 | 76,704,065 | 88% |
| CIP0380 Rail Modernization Program | 16,352,000 | - | 16,352,000 | 5,862,805 | 36% |
| CRB0138 ATC Training Lab2 MWA | 1,619,716 | - | 1,619,716 | 119,092 | 7% |
| CRB0139 IDW Boxes Replacement | 1,173,153 | - | 1,173,153 | 486,401 | 41% |
| Signals & Communications | 223,730,694 | 250,000 | 223,980,694 | 169,907,837 | 76% |
| Rail Systems Investments | \$335,791,787 | \$250,000 | \$336,041,787 | \$240,206,004 | 71% |
| CIP0024 Track Rehabilitation | 106,604,002 | - | 106,604,002 | 74,698,170 | 70% |
| CIP0025 Roadway Equip & Vehicle Repl | 26,908,900 | (2,000,000) | 24,908,900 | 6,820,084 | 27% |
| CIP0246 General Engineering | 16,602,000 | - | 16,602,000 | 9,416,002 | 57% |
| CIP0247 Emerg Constr & Emerging Needs | 93,911,000 | (44,815,000) | 49,096,000 | 1,399,075 | 3% |
| CIP0261 Rail Tunnel Lighting Replace | - | - | - | (22,384) | 0% |
| CIP8011 D&E Fixed Rail Improvements | 143,623 | - | 143,623 | 727,527 | 507% |
| Fixed Rail | 244,169,526 | (46,815,000) | 197,354,526 | 93,038,474 | 47% |
| CIP0026 Station/Tunnel Leak Mitigation | - | - | - | 274 | 0% |
| CIP0262 Tunnel Water Leak Mitigation | 8,932,000 | - | 8,932,000 | 6,379,450 | 71% |
| CIP0291 Tunnel Ventilation Improvement | - | - | - | 5,320 | 0% |
| CIP0294 Bridge Rehabilitation Program | 3,250,000 | - | 3,250,000 | 3,056,026 | 94% |
| CIP0356 Tunnel Vent Improvements- Red Line Pilot | - | 11,700,000 | 11,700,000 | 7,118,635 | 61% |



| CIP & Project Name | FY26 Original Budget | Budget Adjustments | FY26 Current Budget | FY26 YTD Actuals | YTD% Budget Expended |
|--------------------------------------------------------|-----------------------------|---------------------------|----------------------------|-------------------------|-----------------------------|
| CIP0348 Structural Rehabilitation - Package A | 13,500,824 | - | 13,500,824 | 5,284,168 | 39% |
| CIP0349 Yellow Line Tunnel & Bridge Rehab | - | - | - | 55,969 | 0% |
| CIP0370 Structural Rehabilitation - Package B | 10,000,000 | - | 10,000,000 | 677,740 | 7% |
| CIP0375 Shaft Structural Rehab | 26,070,000 | - | 26,070,000 | 16,809,164 | 64% |
| CIP8013 D&E Track Structures Improve | 1,500,000 | 1,500,000 | 3,000,000 | 1,575,567 | 53% |
| Structures | 63,252,824 | 13,200,000 | 76,452,824 | 40,962,312 | 54% |
| Track and Structures Rehabilitation Investments | \$307,422,350 | \$ (33,615,000) | \$273,807,350 | \$134,000,786 | 49% |
| CIP0035 Bicycle & Pedestrian Facility | 2,020,000 | - | 2,020,000 | 902,128 | 45% |
| CIP0087 Station & Facility Restoration | 11,300,000 | - | 11,300,000 | 7,528,617 | 67% |
| CIP0088 Station Entrance Canopies | 10,001,299 | - | 10,001,299 | 6,730,621 | 67% |
| CIP0116 Rail Yard Facility Repairs | - | - | - | (4,165) | 0% |
| CIP0152 Prkg Garage & Surf Lot Rehab | 11,967,920 | 650,000 | 12,617,920 | 8,436,803 | 67% |
| CIP0218 Metrorail Station Upgrades | 708,515 | 200,000 | 908,515 | 1,671,022 | 184% |
| CIP0243 L'Enfant Station Improvements | 1,490,000 | - | 1,490,000 | 593,892 | 40% |
| CIP0274 Grosvenor Parking Garage (J/D) | - | - | - | (31,040) | 0% |
| CIP0297 Union Station Improvements | 1,917,211 | - | 1,917,211 | - | 0% |
| CIP0305 Rail Passenger Facility SOGR | 7,832,000 | - | 7,832,000 | 5,919,953 | 76% |
| CIP0308 Station Platform Rehabilitation Phase 3 | - | - | - | 782,358 | 0% |
| CIP0310 Station Platform Rehabilitation Phase 4 | - | 1,200,000 | 1,200,000 | 760,694 | 63% |
| CIP0374 Solar Site Improvements | - | - | - | (92,957) | 0% |

| CIP & Project Name | FY26 Original Budget | Budget Adjustments | FY26 Current Budget | FY26 YTD Actuals | YTD% Budget Expended |
|--------------------------------------------------|-----------------------------|---------------------------|----------------------------|-------------------------|-----------------------------|
| CIP0379 Silver Line Known Defects | 1,298,820 | - | 1,298,820 | 92,632 | 7% |
| CIP0398 Grosvenor Platform Project | 10,000,000 | - | 10,000,000 | 5,291,908 | 53% |
| CIP8015 D&E Rail Station Improvements | - | - | - | 201 | 0% |
| CRB0013 Potomac Yard Station Construction | - | 25,000,000 | 25,000,000 | 21,830,984 | 87% |
| CRB0020 Silver Line Phase 2 Construction Support | 1,428,702 | - | 1,428,702 | 1,514,083 | 106% |
| CRB0127 Purple Line Construction Support | 29,083,666 | (0) - | 29,083,666 | 22,475,105 | 77% |
| CRB0136 McLean Station - New Entrance | - | - | - | (3,001) | 0% |
| CRB0137 Crystal City East Entrance | 4,509,532 | - | 4,509,532 | 4,845,750 | 107% |
| CRB0140 Ballston West Entrance | 100,000 | - | 100,000 | 8,052 | 8% |
| CRB0141 East Falls Church Bus Bay Exp. | 288,000 | - | 288,000 | 272,187 | 95% |
| CRB0144 RFK Stadium Redevelopment | - | 1,000,000 | 1,000,000 | 536,687 | 54% |
| Platforms & Structures | 93,945,664 | 28,050,000 | 121,995,664 | 90,062,515 | 74% |
| CIP0072 Elevator Rehabilitation Prog | 8,535,651 | - | 8,535,651 | 8,572,668 | 100% |
| CIP0073 Escalator Rehabilitation Prog | - | - | - | 2,568,135 | 0% |
| CIP0132 Escalator & Elevator Overhaul | 24,767,821 | - | 24,767,821 | 8,041,921 | 32% |
| CIP0185 Escalator Replacement | 30,757,000 | - | 30,757,000 | 26,831,439 | 87% |
| Vertical Transportation | 64,060,472 | - | 64,060,472 | 46,014,162 | 72% |
| CIP0388 Parking Access Rev Sys. Rplcmt | - | 1,200,000 | 1,200,000 | 513,113 | 43% |
| CIP0145 Facility Security Equip Prog | 5,736,608 | - | 5,736,608 | 3,921,948 | 68% |
| CIP0386 Enterprise Video Ops & Sec Prgm | 15,865,464 | 400,000 | 16,265,464 | 17,621,198 | 108% |
| CIP0151 Rail Station Cooling Rehab | 1,103,036 | - | 1,103,036 | 615,177 | 56% |
| CIP0219 Rail Station Lighting Improve | 15,432,709 | - | 15,432,709 | (5,357,336) | -35% |



| CIP & Project Name | FY26 Original Budget | Budget Adjustments | FY26 Current Budget | FY26 YTD Actuals | YTD% Budget Expended |
|------------------------------------------------------|-----------------------------|---------------------------|----------------------------|-------------------------|-----------------------------|
| CIP0241 Flood Resiliency Infrastructure | - | - | - | (498) | 0% |
| CIP0242 Rail System Drainage Rehab | 1,693,000 | 7,000,000 | 8,693,000 | (559,125) | -6% |
| CIP0252 Low Voltage Power SOGR | 60,926,628 | (6,000,000) | 54,926,628 | 43,534,071 | 79% |
| CIP0255 Fare Collection Modernization | 44,370,000 | (3,093,000) | 41,277,000 | 19,263,409 | 47% |
| CIP0365 Fare Modernization Phase II | - | - | - | 245,929 | 0% |
| CIP0258 Station & Tunnel Fire Alarm | 2,000,000 | - | 2,000,000 | 2,869,211 | 143% |
| CIP0272 Digital Display and Wayfinding Improvements | 8,080,000 | 3,093,000 | 11,173,000 | 7,692,066 | 69% |
| CIP0276 Station Commercialization Plan | 2,954,530 | - | 2,954,530 | 569,860 | 19% |
| CIP0341 Rail Sys Standpipe Replacement | 11,698,000 | - | 11,698,000 | 8,351,790 | 71% |
| Station Systems | 169,859,974 | 2,600,000 | 172,459,974 | 99,280,812 | 58% |
| Stations and Passenger Facilities Investments | \$327,866,111 | \$30,650,000 | \$358,516,111 | \$235,357,489 | 66% |
| CIP0006 Bus Fleet Replacement Prgm | 70,000,000 | - | 70,000,000 | 16,074,508 | 23% |
| CIP0015 MetroAccess Fleet Replacement | 24,773,000 | - | 24,773,000 | 16,767,568 | 68% |
| CIP0355 Zero Emissions Bus | 7,288,382 | - | 7,288,382 | 8,953,999 | 123% |
| Bus and Paratransit Acquisition | 102,061,382 | - | 102,061,382 | 41,796,075 | 41% |
| CIP0002 Bus Location Equip Replacement | 7,000,000 | 1,700,000 | 8,700,000 | 6,422,084 | 74% |
| CIP0004 Bus Maint Equip Replacement | 2,500,000 | - | 2,500,000 | 1,115,575 | 45% |
| CIP0005 Bus Rehabilitation Program | 59,000,000 | 8,312,000 | 67,312,000 | 43,287,590 | 64% |
| CIP0143 Bus Vehicle Preventive Maint. | 1,000,000 | - | 1,000,000 | - | 0% |
| Bus Maintenance/Overhaul | 69,500,000 | 10,012,000 | 79,512,000 | 50,825,249 | 64% |
| CIP0086 Shepherd Pkwy Bus CNG Facility | - | - | - | 2,209 | 0% |

| CIP & Project Name | FY26 Original Budget | Budget Adjustments | FY26 Current Budget | FY26 YTD Actuals | YTD% Budget Expended |
|-----------------------------------------------|-----------------------------|---------------------------|----------------------------|-------------------------|-----------------------------|
| CIP0311 Bladensburg Bus Garage Rehabilitation | 100,000,000 | - | 100,000,000 | 38,109,167 | 38% |
| CIP0315 Northern Bus Garage Replacement | 135,000,000 | - | 135,000,000 | 115,923,368 | 86% |
| CIP0319 Bus Maintenance Facility SOGR | - | - | - | 315 | 0% |
| CIP0376 Western Bus Garage Rehab | - | 280,000 | 280,000 | 114,896 | 41% |
| CIP0383 Cinderbed Electric Bus Garage | 5,060,436 | - | 5,060,436 | 2,238 | 0% |
| Bus Maintenance Facilities | 240,060,436 | 280,000 | 240,340,436 | 154,152,193 | 64% |
| CIP0220 Bus Planning Studies Program | 659,000 | - | 659,000 | 510,144 | 77% |
| CIP0221 Bus Customer Facility Impv | 13,800,000 | - | 13,800,000 | 3,993,694 | 29% |
| CIP0254 Bus Priority Prgm Development | 5,474,000 | - | 5,474,000 | 2,247,178 | 41% |
| CIP0275 New Carrollton Garage and Bus Bays | 1,943,406 | - | 1,943,406 | 1,183,399 | 61% |
| CIP0396 Better Bus Implementation | 7,000,000 | (4,000,000) | 3,000,000 | 2,585,998 | 86% |
| CIP0400 Planning Services | - | 2,100,000 | 2,100,000 | 125,987 | 6% |
| Bus Passenger Facilities/Systems | 28,876,406 | (1,900,000) | 26,976,406 | 10,646,399 | 39% |
| Bus and Paratransit Investments | \$440,498,224 | \$8,392,000 | \$448,890,224 | \$257,419,916 | 57% |
| CIP0043 Bus Ops Mgmt. Software | 3,199,383 | 483,000 | 3,682,383 | 611,275 | 17% |
| CIP0056 Rail Ops Mgmt. Software | 300,000 | 440,000 | 740,000 | 371,816 | 50% |
| CIP0259 Employee Timekeeping System | 450,000 | 1,127,000 | 1,577,000 | 707,476 | 45% |
| CIP0269 Asset Management Software | - | - | - | (30,000) | 0% |
| CIP0330 IT Data Center | 2,929,000 | - | 2,929,000 | 2,020,215 | 69% |
| CIP0331 ERP Software Replacement | 74,311,749 | - | 74,311,749 | 45,241,937 | 61% |
| CIP0342 IT Hardware SOGR | 17,111,822 | - | 17,111,822 | 9,529,589 | 56% |



| CIP & Project Name | FY26 Original Budget | Budget Adjustments | FY26 Current Budget | FY26 YTD Actuals | YTD% Budget Expended |
|----------------------------------------|-----------------------------|---------------------------|----------------------------|-------------------------|-----------------------------|
| CIP0357 Cyber Legacy Technology | 6,000,000 | - | 6,000,000 | 4,083,430 | 68% |
| CIP0358 IT Business System Support | - | - | - | 2,493,348 | 0% |
| CIP0361 SOA Program | 1,599,996 | - | 1,599,996 | 893,574 | 56% |
| CIP0362 IV&V Program | 50,000 | - | 50,000 | - | 0% |
| CIP0384 Small IT Projects | 1,397,000 | - | 1,397,000 | 973,703 | 70% |
| CIP0389 ERP Systems FY25 | 11,460,000 | - | 11,460,000 | 8,219,921 | 72% |
| CIP0390 Web Tech - FY25 | 9,328,800 | - | 9,328,800 | 6,027,132 | 65% |
| CIP0391 Tool Systems - FY25 | 6,057,600 | - | 6,057,600 | 2,481,977 | 41% |
| CIP0392 Transit Systems - FY25 | 4,723,200 | - | 4,723,200 | 2,469,334 | 52% |
| CIP0393 Maximo/Asset Mgmt O&M FY25 | 1,000,000 | - | 1,000,000 | - | 0% |
| CIP0395 Windchill O&M - FY25 | 273,996 | - | 273,996 | - | 0% |
| CIP0401 Asset Mgmt Application Upgrade | - | 125,000 | 125,000 | - | 0% |
| CIP8029 D&E IT Improvements | 7,251,000 | (1,600,000) | 5,651,000 | 5,096,585 | 90% |
| CIP8030 Future IT Projects | 8,752,000 | (125,000) | 8,627,000 | 909,250 | 11% |
| Digital Modernization | 156,195,546 | 450,000 | 156,645,546 | 92,100,563 | 59% |
| CIP0102 MTPD District Ill Substation | - | - | - | 24,863 | 0% |
| CIP0127 Support Equipment MTPD | 2,265,000 | 3,943,000 | 6,208,000 | 3,455,956 | 56% |
| MTPD | 2,265,000 | 3,943,000 | 6,208,000 | 3,480,820 | 56% |
| CIP0009 Service Vehicle Replacement | 7,251,864 | - | 7,251,864 | 5,180,003 | 71% |
| CIP0010 Environmental Compliance Prgm | 10,343,682 | - | 10,343,682 | 8,581,983 | 83% |
| CIP0034 Revenue Collection Facility | - | 70,000 | 70,000 | - | 0% |
| CIP0036 Procurement Program Support | 12,829,484 | - | 12,829,484 | 7,295,417 | 57% |
| CIP0039 System Planning & Development | 4,621,479 | - | 4,621,479 | 2,687,410 | 58% |

| CIP & Project Name | FY26 Original Budget | Budget Adjustments | FY26 Current Budget | FY26 YTD Actuals | YTD% Budget Expended |
|----------------------------------------|-----------------------------|---------------------------|----------------------------|-------------------------|-----------------------------|
| CIP0099 Joint Development Prgm Support | 2,000,000 | - | 2,000,000 | 2,171,631 | 109% |
| CIP0101 INCP Capital Management | 1,120,000 | - | 1,120,000 | 684,540 | 61% |
| CIP0131 Capital Financing Support | 2,000,000 | - | 2,000,000 | 727,063 | 36% |
| CIP0150 Non-Rev Facility Fire Systems | 64,000 | - | 64,000 | 406,041 | 634% |
| CIP0170 Roof Rehab & Replacement | 4,400,905 | - | 4,400,905 | 4,393,997 | 100% |
| CIP0197 Non-Revenue Facilities | 3,559,327 | - | 3,559,327 | 1,367,928 | 38% |
| CIP0212 Sustainability Program Support | 3,299,758 | - | 3,299,758 | 1,494,490 | 45% |
| CIP0213 Capital Program Management | 24,606,000 | - | 24,606,000 | 17,690,803 | 72% |
| CIP0270 CAPD Program Support | 38,625,674 | - | 38,625,674 | 25,385,561 | 66% |
| CIP0273 Facility Improvements | 5,000,000 | - | 5,000,000 | 937,027 | 19% |
| CIP0277 Supply Chain Modernization | 553,000 | - | 553,000 | 235,273 | 43% |
| CIP0324 Cap Program Financial Support | 1,894,000 | - | 1,894,000 | 331,804 | 18% |
| CIP0335 Office Consolidation - DC | 1,486,690 | 1,900,000 | 3,386,690 | 3,816,257 | 113% |
| CIP0337 Office Consolidation - VA | 520,000 | 800,000 | 1,320,000 | 569,968 | 43% |
| CIP0338 Office Consolidation - MD | - | 650,000 | 650,000 | 27,776 | 4% |
| CIP0397 Back Up MICC- CTF | 5,000,000 | - | 5,000,000 | 461,322 | 9% |
| CIP0339 Emergency Egress Improvements | - | - | - | 259,812 | 0% |
| CIP0347 Acct Capital Program Support | 3,399,012 | - | 3,399,012 | 1,970,310 | 58% |
| CIP0373 Interim OCC | - | - | - | 9,452 | 0% |
| CIP0381 Center of Excellence Dept | 10,000,000 | - | 10,000,000 | 3,177,068 | 32% |
| CIP0382 Content Management Sys Upgrade | 2,497,000 | - | 2,497,000 | 2,214,110 | 89% |



| CIP & Project Name | FY26 Original Budget | Budget Adjustments | FY26 Current Budget | FY26 YTD Actuals | YTD% Budget Expended |
|---------------------------------------|-----------------------------|---------------------------|----------------------------|-------------------------|-----------------------------|
| CRB0005 Planning Support for DC | 1,000,000 | - | 1,000,000 | 441,226 | 44% |
| CRB0009 Planning Support for MD | 1,000,000 | - | 1,000,000 | 1,087,729 | 109% |
| CRB0018 Planning Support for VA | 1,000,000 | - | 1,000,000 | 740,244 | 74% |
| CIP8034 Future Support Equip Projects | - | - | - | 20,695 | 0% |
| Support Equipment/Services | 148,071,875 | 3,420,000 | 151,491,875 | 94,366,941 | 62% |
| Business Support Investments | \$306,532,421 | \$7,813,000 | \$314,345,421 | \$189,948,324 | 60% |
| Total | \$2,117,604,300 | \$0 | \$2,117,604,300 | \$1,320,793,903 | 62% |



All figures are preliminary and unaudited; chart and table totals may not sum due to independent rounding. All figures are rounded to the nearest dollar unless specifically stated.

Table 3: Sources of Funds (Budgeted vs. Actual Spend)

Expenditures in Tables 3 & 4 may not align directly with program expenditure totals in Tables 1 & 2 due to timing and accrual difference (\$M)

| Source of Funds | FY26 Original Budget | FY26 YTD Spend ² |
|----------------------|----------------------|-----------------------------|
| Federal Formula | 470 | 206.3 |
| Federal PRIIA | 143.5 | 80.0 |
| Other Federal Grants | 11.5 | 2.8 |
| Total Federal | \$625 | \$289.2 |
| Match & SP | 311.1 | 149.9 |
| PRIIA/RSI Match | 148.5 | 84.8 |
| Dedicated | 500 | 204.2 |
| Local Reimbursable | 42.4 | 79.7 |
| Open Receivable | 0.0 | 0.0 |
| Other Local | 1.1 | 17.8 |
| Total Local | \$1,003.1 | \$536.4 |
| Debt | \$653.5 | \$685.5 |
| Grand Total | \$2,281.6 | \$1,511.0 |

² FY2026 YTD Spend excludes accruals



Table 4: Capital Program Expenditures by Fund Source

Expenditures in Tables 3 & 4 may not align directly with program expenditure totals in Tables 1 & 2 due to timing and accrual difference

| CIP | Project Name | FY26 Current Budget | FY26 Actuals | Formula | PRIIA | Other Federal | System Performance | Dedicated District of Columbia | Dedicated State of Maryland | Dedicated Commonwealth of Virginia - Restricted | Dedicated Commonwealth of Virginia - Unrestricted | Local Reimbursable | Other Local | Debt |
|---------------------------------------|------------------------------------------|---------------------|--------------------|-------------------|-------------------|---------------|--------------------|--------------------------------|-----------------------------|-------------------------------------------------|---------------------------------------------------|--------------------|-------------------|--------------------|
| CIP0059 | 8000-Series Railcars | 75,774,093 | 14,113,411 | - | - | - | 699,162 | - | - | - | - | - | - | 13,414,249 |
| CIP0256 | 7000-Series Railcars | 18,164,559 | 27,370,178 | - | - | - | 8,531,211 | 133,580 | 124,974 | 91,972 | 23,648 | - | 17,671,712 | 793,081 |
| CRB0019_19 | Silver Line Phase 1 Railcars | - | 6,161,992 | - | - | - | - | - | - | - | - | 6,161,992 | - | - |
| CRB0020_01 | Silver Line Phase 2 Railcars | 1,194,393 | 2,786,918 | - | - | - | - | - | - | - | - | - | - | 2,786,918 |
| Railcar Acquisition | | 95,133,045 | 50,432,500 | | | | 9,230,373 | 133,580 | 124,974 | 91,972 | 23,648 | 8,948,911 | 17,671,712 | 14,207,331 |
| CIP0063 | Rail Vehicle Rehab Program | 150,162,139 | 122,448,541 | 153,315 | 83,014,021 | - | - | 10,253,172 | 9,592,604 | 7,059,467 | 1,815,127 | - | - | 10,560,834 |
| CIP0067 | Railcar Safety & Reliability | 1,832,975 | 536,127 | - | - | - | - | 145,736 | 136,347 | 100,342 | 25,800 | - | - | 127,933 |
| CIP0142 | Railcar Preventative Maint | 107,600,000 | 56,821,156 | 56,820,916 | - | - | - | 86 | 80 | 59 | 15 | - | - | - |
| CIP0900 | Preventative Maint | - | 21,233,958 | - | - | - | - | 6,644,875 | 6,216,587 | 4,574,961 | 1,176,312 | - | - | 2,621,421 |
| CIP0301 | Railcar Maint/Overhaul Future | - | 4,907 | - | - | - | - | 1,752 | 1,639 | 1,206 | 310 | - | - | - |
| Railcar Maintenance/Overhaul | | 259,795,114 | 201,044,687 | 56,974,231 | 83,014,021 | | | 17,045,421 | 15,947,257 | 11,736,035 | 3,017,565 | | | 13,310,158 |
| CIP0225 | Heavy Repair & Overhaul Facil | 1,050,000 | 1,607,707 | - | - | - | - | - | - | - | - | - | - | 1,607,707 |
| CIP0279 | Railyard Shop Equipment Replacement | 9,888,249 | 998,348 | - | - | - | - | 59,435 | 55,606 | 40,922 | 10,522 | - | - | 831,863 |
| CIP0283 | Major Railcar Maint Equip SOGR | - | 22,708 | - | - | - | - | (129) | (120) | (89) | (23) | - | - | 23,069 |
| CIP0284 | Railyard Facility & Site Rehabilitation | 20,137,000 | 10,284,602 | - | - | - | - | 1,023,903 | 957,937 | 704,973 | 181,262 | - | - | 7,416,528 |
| Railcar Maintenance Facilities | | 31,075,249 | 12,913,367 | | | | | 1,083,210 | 1,013,423 | 745,807 | 191,762 | | | 9,879,166 |
| Railcar Investments | | 386,003,408 | 264,390,553 | 56,974,231 | 83,014,021 | | 9,230,373 | 18,262,211 | 17,085,654 | 12,573,813 | 3,232,974 | 8,948,911 | 17,671,712 | 37,396,654 |
| CIP0076 | 100% 8-Car Train Power Upgrade | - | 246,208 | - | - | - | - | - | - | - | - | - | - | 246,208 |
| CIP0253 | Traction Power SOGR | 105,736,762 | 78,876,404 | - | - | - | - | 770,021 | 720,412 | 530,171 | 136,317 | - | - | 76,719,483 |
| CIP0286 | Power Generator Replacement | 6,324,330 | 1,319,176 | - | - | - | - | 296 | 277 | 204 | 52 | - | - | 1,318,346 |
| Propulsion | | 112,061,093 | 80,441,787 | | | | | 770,317 | 720,689 | 530,375 | 136,370 | | | 78,284,037 |
| CIP0136 | Radio Infrastructure Replace | 31,300,252 | 49,426,758 | - | - | - | - | 2,957,100 | 2,766,587 | 2,036,009 | 523,498 | - | - | 41,143,565 |
| CIP0251 | Automatic Train Control SOGR | 86,472,602 | 67,011,323 | - | 33,120,948 | - | - | 3,102,060 | 2,902,207 | 2,135,816 | 549,160 | - | - | 25,201,132 |
| CIP0257 | Emergency Trip Station Rehab | 250,000 | 152,633 | - | - | - | - | 54,490 | 50,979 | 37,517 | 9,646 | - | - | - |
| CIP0332 | Fiber Optic Cable Installation | 86,812,972 | 94,124,115 | - | - | - | - | 1,634,330 | 1,529,037 | 1,125,262 | 289,327 | - | - | 89,546,158 |
| CIP0380 | Rail Modernization Program | 16,352,000 | 7,647,050 | - | - | - | - | - | - | - | - | - | - | 7,647,050 |
| CRB0138 | ATC Training Lab2 MWA | 1,619,716 | - | - | - | - | - | - | - | - | - | - | - | - |
| CRB0139 | IDW Boxes Replacement | 1,173,153 | - | - | - | - | - | - | - | - | - | - | - | - |
| Signals & Communications | | 223,980,694 | 218,361,878 | | 33,120,948 | | | 7,747,980 | 7,248,810 | 5,334,604 | 1,371,631 | | | 163,537,906 |
| Rail Systems Investments | | 336,041,787 | 298,803,666 | | 33,120,948 | | | 8,518,297 | 7,969,499 | 5,864,979 | 1,508,001 | | | 241,821,942 |
| CIP0024 | Track Rehabilitation | 106,604,002 | 79,021,862 | 46,676,427 | - | - | - | 10,022,730 | 9,377,008 | 6,900,804 | 1,774,332 | - | - | 4,270,562 |
| CIP0025 | Roadway Equip & Vehicle Repl | 24,908,900 | 7,570,025 | - | - | - | - | 35,301 | 33,027 | 24,306 | 6,249 | - | - | 7,471,141 |
| CIP0246 | General Engineering | 16,602,000 | 10,323,540 | - | - | - | 6,776,571 | - | - | - | - | - | - | 3,546,969 |
| CIP0247 | Emerg Constr & Emerging Needs | 49,096,000 | 2,347,951 | - | - | - | - | 5,158 | 4,826 | 3,551 | 913 | - | - | 2,333,502 |
| CIP0261 | Rail Tunnel Lighting Replace | - | (22,384) | - | - | - | - | (7,991) | (7,476) | (5,502) | (1,415) | - | - | - |
| CIP8011 | D&E Fixed Rail Improvements | 143,623 | 742,313 | - | - | - | - | 534,755 | - | - | - | - | - | 207,558 |
| Fixed Rail | | 533,396,312 | 398,786,973 | 46,676,427 | 33,120,948 | | | 7,311,326 | 18,573,495 | 17,376,884 | 12,788,138 | 3,288,081 | | 259,651,674 |
| CIP0026 | Station/Tunnel Leak Mitigation | - | 274 | - | - | - | - | 274 | - | - | - | - | - | - |
| CIP0262 | Tunnel Water Leak Mitigation | 8,932,000 | 6,470,181 | - | 5,519,476 | - | - | 65,917 | 61,670 | 45,385 | 11,669 | - | - | 766,064 |
| CIP0291 | Tunnel Ventilation Improvement | - | 6,895 | - | - | - | - | 2,027 | 1,896 | 1,396 | 359 | - | - | 1,217 |
| CIP0294 | Bridge Rehabilitation Program | 3,250,000 | 4,812,615 | - | - | - | - | - | - | - | - | - | - | 4,812,615 |
| CIP0356 | Tunnel Vent Improvements- Red Line Pilot | 11,700,000 | 7,855,255 | - | - | - | 29,168 | 236,711 | 221,461 | 162,979 | 41,905 | - | - | 7,163,031 |
| CIP0348 | Structural Rehabilitation - Package A | 13,500,824 | 5,809,046 | - | - | - | - | - | - | - | - | - | - | 5,809,046 |
| CIP0349 | Yellow Line Tunnel & Bridge Rehab | - | 55,969 | - | - | - | - | - | - | - | - | - | - | 55,969 |
| CIP0370 | Structural Rehabilitation - Package B | 10,000,000 | 696,577 | - | - | - | - | - | - | - | - | - | - | 696,577 |
| CIP0375 | Shaft Structural Rehab | 26,070,000 | 16,544,486 | - | - | - | - | - | - | - | - | - | - | 16,544,486 |
| CIP8013 | D&E Track Structures Improve | 3,000,000 | 1,790,951 | - | - | - | - | 1,562,244 | - | - | - | - | - | 228,707 |
| Structures | | 76,452,824 | 44,042,249 | | 5,519,476 | | | 1,591,686 | 304,655 | 285,027 | 209,760 | 53,933 | | 36,077,712 |
| Track and Structures | | 609,849,137 | 442,829,221 | 46,676,427 | 38,640,423 | | 8,903,012 | 18,878,150 | 17,661,911 | 12,997,897 | 3,342,014 | | | 295,729,386 |
| Rehabilitation Investments | | | | | | | | | | | | | | |
| CIP0035 | Bicycle & Pedestrian Facility | 2,020,000 | 989,630 | - | - | - | - | 314,303 | 294,054 | 216,403 | 55,641 | - | - | 109,229 |
| CIP0087 | Station & Facility Restoration | 11,300,000 | 7,776,988 | - | - | - | - | 740,961 | 693,224 | 510,163 | 131,173 | - | - | 5,701,467 |
| CIP0088 | Station Entrance Canopies | 10,001,299 | 7,260,960 | 5,539,081 | - | - | - | 565,480 | 529,049 | 389,342 | 100,107 | - | - | 137,901 |
| CIP0116 | Rail Yard Facility Repairs | - | (4,165) | - | - | - | - | (4,165) | - | - | - | - | - | - |
| CIP0152 | Pkg Garage & Surf Lot Rehab | 12,617,820 | 8,705,766 | 3,134,617 | - | - | - | 1,566,567 | 1,465,639 | 1,078,605 | 277,331 | - | - | 1,183,007 |
| CIP0218 | MetroRail Station Upgrades | 908,515 | 1,700,698 | 905,806 | - | - | - | 50,173 | 46,940 | 34,545 | 8,882 | - | - | 654,352 |
| CIP0243 | L'Enfant Station Improvements | 1,490,000 | 593,892 | - | - | - | 354,313 | - | - | - | - | - | - | 239,579 |
| CIP0274 | Grosvenor Parking Garage (J/D) | - | 14,961 | - | - | - | - | - | - | - | - | - | - | 14,961 |
| CIP0297 | Union Station Improvements | 1,917,211 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CIP0305 | Rail Passenger Facility SOGR | 7,832,000 | 6,239,053 | - | - | - | - | 2,062,905 | 1,930,001 | 1,420,342 | 365,198 | - | - | 460,607 |
| CIP0306 | | - | - | - | - | - | - | 741 | 693 | 510 | 131 | - | - | (2,075) |
| CIP0308 | Station Platform Rehabilitation Phase 3 | - | 796,968 | - | - | - | - | - | - | - | - | - | - | 796,968 |
| CIP0310 | Station Platform Rehabilitation Phase 4 | 1,200,000 | 937,339 | - | - | - | - | 5,506 | 5,152 | 3,791 | 975 | - | - | 921,915 |
| CIP0374 | Solar Site Improvements | - | 1,584,549 | - | - | - | - | - | - | - | - | - | - | 1,584,549 |
| CIP0379 | Silver Line Known Defects | 1,298,820 | 136,304 | - | - | - | - | 21,140 | 19,778 | 14,555 | 3,742 | - | - | 77,087 |
| CIP0398 | Grosvenor Platform Project | 10,000,000 | 5,479,871 | - | - | - | - | - | - | - | - | - | - | 5,479,871 |
| CIP8015 | D&E Rail Station Improvements | - | 201 | - | - | - | 201 | - | - | - | - | - | - | - |



All figures are preliminary and unaudited; chart and table totals may not sum due to independent rounding. All figures are rounded to the nearest dollar unless specifically stated.

| CIP | Project Name | FY26 Current Budget | FY26Actuals | Formula | PRIIA | Other Federal | System Performance | Dedicated District of Columbia | Dedicated State of Maryland | Dedicated Commonwealth of Virginia - Restricted | Dedicated Commonwealth of Virginia - Unrestricted | Local Reimbursable | Other Local | Debt |
|------------------------------------------------------|---------------------------------------------|---------------------|--------------------|--------------------|-------------------|----------------|--------------------|--------------------------------|-----------------------------|-------------------------------------------------|---------------------------------------------------|--------------------|-------------|--------------------|
| CRB0013 | Potomac Yard Station Construction | 25,000,000 | 34,187,882 | - | - | - | - | - | - | - | - | 34,187,882 | - | - |
| CRB0020 | Silver Line Phase 2 Construction Support | 1,428,702 | 1,557,134 | - | - | - | - | - | - | - | - | 1,557,134 | - | - |
| CRB0127 | Purple Line Construction Support | 29,083,666 | 27,046,034 | - | - | - | - | - | - | - | - | 27,046,034 | - | - |
| CRB0136 | McLean Station - New Entrance | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CRB0137 | Crystal City East Entrance | 4,509,532 | 5,144,389 | - | - | - | - | - | - | - | - | 5,144,389 | - | - |
| CRB0140 | Ballston West Entrance | 100,000 | 8,052 | - | - | - | - | - | - | - | - | 8,052 | - | - |
| CRB0141 | East Falls Church Bus Bay Exp. | 288,000 | 275,684 | - | - | - | - | - | - | - | - | 275,684 | - | - |
| CRB0144 | RFK Stadium Redevelopment | 1,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Platforms & Structures | | 121,995,664 | 110,432,189 | 9,579,505 | - | - | 350,349 | 5,327,777 | 4,984,530 | 3,668,256 | 943,181 | 68,219,175 | - | 17,359,417 |
| CIP0072 | Elevator Rehabilitation Prog | 8,535,651 | 9,440,639 | - | - | - | - | 148,366 | 138,807 | 102,152 | - | 26,265 | - | 9,025,048 |
| CIP0073 | Escalator Rehabilitation Prog | - | 4,766,532 | - | - | - | 4,735,817 | - | - | - | - | - | - | 30,715 |
| CIP0132 | Escalator & Elevator Overhaul | 24,767,821 | 8,825,135 | - | 123,329 | - | - | 2,324,185 | 2,174,447 | 1,600,237 | 411,452 | - | - | 2,191,485 |
| CIP0185 | Escalator Replacement | 30,757,000 | 26,931,253 | - | - | - | - | 1,033,156 | 966,594 | 711,344 | 182,900 | - | - | 390,359 |
| Vertical Transportation | | 64,060,472 | 49,963,560 | - | 23,770,231 | - | 4,735,817 | 3,505,706 | 3,279,848 | 2,413,733 | 620,618 | - | - | 11,637,607 |
| CIP0389 | Parking Access Rev Sys. Rplcmnt | 1,200,000 | 513,113 | - | - | - | - | - | - | - | - | - | - | 513,113 |
| CIP0145 | Facility Security Equip Prog | 5,736,608 | 4,573,056 | - | - | - | - | 1,027,264 | 961,082 | 707,287 | 181,857 | - | - | 1,695,566 |
| CIP0386 | Enterprise Video Ops & Sec Prgm | 16,265,464 | 20,729,844 | 9,275,352 | - | - | 8,827 | - | - | - | - | - | - | 11,445,666 |
| CIP0151 | Rail Station Cooling Rehab | 1,103,036 | 790,342 | 407,553 | - | - | - | 93,661 | 87,627 | 64,487 | 16,581 | - | - | 110,434 |
| CIP0219 | Rail Station Lighting Improve | 15,432,709 | (4,218,803) | - | - | - | - | 228,221 | 213,518 | 157,134 | 40,402 | - | - | (4,858,078) |
| CIP0241 | Flood Resiliency Infrastructure | - | 154,670 | - | - | - | - | - | - | - | - | - | - | 154,670 |
| CIP0242 | Rail System Drainage Rehab | 8,693,000 | 396,998 | - | - | - | - | 48,419 | 45,299 | 33,337 | 8,572 | - | - | 261,371 |
| CIP0252 | Low Voltage Power SOGR | 54,926,628 | 47,867,439 | - | 19,419,541 | - | - | 4,847,028 | 4,534,754 | 3,337,253 | 858,073 | - | - | 14,870,789 |
| CIP0255 | Fare Collection Modernization | 41,277,000 | 21,838,315 | - | - | - | - | 911,891 | 853,142 | 627,851 | 161,433 | - | - | 19,283,998 |
| CIP0365 | Fare Modernization Phase II | 2,000,000 | 245,929 | - | - | - | (491,362) | 28,143 | 26,330 | 19,377 | 4,982 | - | - | 658,480 |
| CIP0258 | Station & Tunnel Fire Alarm | 2,000,000 | 3,054,231 | - | - | - | - | 552,548 | 516,950 | 380,438 | 97,818 | - | - | 1,506,477 |
| CIP0272 | Digital Display and Wayfinding Improvements | 11,173,000 | 8,318,363 | - | - | - | 2,499,888 | 972 | 910 | 689 | 172 | - | - | 5,815,752 |
| CIP0276 | Station Commercialization Plan | 2,954,530 | 604,833 | - | - | - | 95,095 | - | - | - | - | - | - | 509,738 |
| CIP0341 | Rail Sys Standpipe Replacement | 11,698,000 | 9,008,790 | - | - | - | - | 772,501 | 722,732 | 531,879 | 136,757 | - | - | 6,844,921 |
| Station Systems | | 172,459,974 | 113,867,121 | 9,682,904 | 19,419,541 | - | 2,112,448 | 8,510,648 | 7,962,343 | 5,859,712 | 1,506,647 | - | - | 58,812,877 |
| Stations and Passenger Facilities Investments | | 358,516,111 | 274,262,870 | 19,262,409 | 43,189,771 | - | 7,198,614 | 17,344,131 | 16,226,722 | 11,941,702 | 3,070,446 | 68,219,175 | - | 87,809,901 |
| CIP0006 | Bus Fleet Replacement Prgm | 70,000,000 | 19,498,971 | 17,700,988 | - | 538,967 | - | 402,906 | 376,949 | 277,407 | 71,327 | - | - | 130,428 |
| CIP0015 | MetroAccess Fleet Replacement | 24,773,000 | 18,599,092 | 6,665,821 | - | - | - | 1,118,377 | 1,046,324 | 770,020 | 197,987 | - | - | 8,800,563 |
| CIP0355 | Zero Emissions Bus | 7,288,382 | 9,155,405 | 16,347 | - | - | - | - | - | - | - | - | - | 9,139,058 |
| Bus and Paratransit Acquisition | | 102,061,382 | 47,253,468 | 24,383,155 | - | 538,967 | - | 1,521,283 | 1,423,273 | 1,047,427 | 269,314 | - | - | 18,070,049 |
| CIP0002 | Bus Location Equip Replacement | 8,700,000 | 8,990,762 | - | - | - | - | 1,004,847 | 940,109 | 691,852 | 177,889 | - | - | 6,176,066 |
| CIP0004 | Bus Maint Equip Replacement | 2,500,000 | 1,274,863 | - | - | - | - | 73,224 | 68,507 | 50,416 | 12,963 | - | - | 1,069,753 |
| CIP0005 | Bus Rehabilitation Program | 67,312,000 | 43,501,424 | 20,282,738 | - | - | - | 4,760,752 | 4,454,037 | 3,277,851 | 842,800 | - | - | 9,883,245 |
| CIP0143 | Bus Vehicle Preventive Maint. | 1,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bus Maintenance/Overhaul | | 79,512,000 | 53,767,049 | 20,282,738 | - | - | - | 5,838,823 | 5,462,652 | 4,020,120 | 1,033,652 | - | - | 17,129,064 |
| CIP0086 | Shepherd Pkwy Bus CNG Facility | - | 2,209 | - | - | - | - | 789 | 738 | 543 | 140 | - | - | - |
| CIP0311 | Bladensburg Bus Garage Rehabilitation | 100,000,000 | 48,032,336 | 40,367,248 | - | - | - | 412,873 | 386,273 | 284,269 | 73,091 | - | - | 6,508,581 |
| CIP0315 | Northern Bus Garage Replacement | 135,000,000 | 123,427,729 | 49,528,011 | - | - | - | - | - | - | - | - | - | 73,899,717 |
| CIP0319 | Bus Maintenance Facility SOGR | - | 1,855 | - | - | - | - | 662 | 619 | 456 | 117 | - | - | - |
| CIP0376 | Western Bus Garage Rehab | 280,000 | 22,700,363 | - | - | - | 29,244 | - | - | - | - | - | - | 22,671,120 |
| CIP0383 | Cinderbed Electric Bus Garage | 5,060,436 | 2,238 | - | - | - | - | - | - | - | - | - | - | 2,238 |
| Bus Maintenance Facilities | | 240,340,436 | 194,166,730 | 89,895,260 | - | - | 29,244 | 414,323 | 387,630 | 285,268 | 73,348 | - | - | 103,081,657 |
| CIP0220 | Bus Planning Studies Program | 659,000 | 510,144 | - | - | - | - | 264,779 | - | - | - | - | - | 245,365 |
| CIP0221 | Bus Customer Facility Impv | 13,800,000 | 4,066,618 | - | - | - | - | 754,289 | 705,693 | 519,339 | 133,532 | - | - | 1,953,764 |
| CIP0254 | Bus Priority Prgm Development | 5,474,000 | 2,271,189 | - | - | - | 778,678 | 304,546 | 284,925 | 209,685 | 53,914 | - | - | 639,414 |
| CIP0275 | New Carrollton Garage and Bus Bays | 1,943,406 | 4,325,759 | - | - | - | - | 4,530 | 4,238 | 3,119 | 802 | - | - | 4,313,071 |
| CIP0396 | Better Bus Implementation | 3,000,000 | 3,704,145 | - | - | - | 1,145,513 | - | - | - | - | - | - | 2,558,632 |
| CIP0400 | Planning Services | 2,100,000 | 125,987 | - | - | - | - | 44,977 | 42,080 | 30,968 | 7,962 | - | - | - |
| Bus Passenger Facilities/Systems | | 26,976,406 | 15,003,841 | - | - | - | 2,188,969 | 1,108,342 | 1,036,936 | 763,110 | 196,211 | - | - | 9,710,273 |
| Bus and Paratransit Investments | | 448,890,224 | 310,191,088 | 134,561,154 | - | 538,967 | 2,218,213 | 8,882,771 | 8,310,492 | 6,115,925 | 1,572,524 | - | - | 147,991,042 |
| CIP0043 | Bus Ops Mgmt. Software | 3,682,383 | 688,952 | - | - | - | - | 151,928 | 142,140 | 104,605 | 26,896 | - | - | 263,383 |
| CIP0056 | Rail Ops Mgmt. Software | 740,000 | 389,770 | - | - | - | - | 12,819 | 11,993 | 8,826 | 2,269 | - | - | 353,862 |
| CIP0259 | Employee Timekeeping System | 1,577,000 | 768,564 | - | - | - | 656,551 | - | - | - | - | - | - | 112,013 |
| CIP0269 | Asset Management Software | - | 136,216 | - | - | - | - | - | - | - | - | - | - | 136,216 |
| CIP0330 | IT Data Center | 2,929,000 | 2,201,055 | - | - | - | - | - | - | - | - | - | - | 2,201,055 |
| CIP0331 | ERP Software Replacement | 74,311,749 | 47,918,987 | - | - | - | - | 2,468,477 | 2,309,444 | 1,699,585 | 436,997 | - | - | 41,004,485 |
| CIP0342 | IT Hardware SOGR | 17,111,822 | 11,171,731 | - | - | - | - | - | - | - | - | - | - | 11,171,731 |
| CIP0357 | Cyber Legacy Technology | 6,000,000 | 4,185,322 | - | - | - | - | 1,074,020 | 1,004,825 | 739,479 | 190,135 | - | - | 1,176,864 |
| CIP0358 | IT Business System Support | - | 3,793,829 | - | - | - | - | - | - | - | - | - | - | 3,793,829 |
| CIP0361 | SOA Program | 1,599,996 | 893,574 | - | - | - | 893,574 | - | - | - | - | - | - | - |
| CIP0362 | IV&V Program | 50,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CIP0384 | Small IT Projects | 1,397,000 | 973,703 | - | - | - | - | 973,703 | - | - | - | - | - | - |
| CIP0389 | ERP Systems - FY25 | 11,460,000 | 8,219,921 | - | - | - | - | - | - | - | - | - | - | - |
| CIP0390 | Web Tech - FY25 | 9,328,800 | 7,364,646 | - | - | - | - | - | - | - | - | - | - | 8,219,921 |
| CIP0391 | Tool Systems - FY25 | 6,057,600 | 3,084,412 | - | - | - | - | 6,027,132 | - | - | - | - | - | 1,337,514 |
| CIP0392 | Transit Systems - FY25 | 4,723,200 | 2,739,360 | - | - | - | 2,199,308 | - | - | - | - | - | - | 3,084,412 |
| CIP0393 | Maximo/Asset Mgmt O&M FY25 | 1,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CIP0395 | Windchill O&M - FY25 | 273,996 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Q3 FY2026 CIP Progress Report



All figures are preliminary and unaudited; cart and table totals may not sum due to independent rounding. All figures are rounded to the nearest dollar unless specifically stated.

| CIP | Project Name | FY26 Current Budget | FY26Actuals | Formula | PRIIA | Other Federal | System Performance | Dedicated District of Columbia | Dedicated State of Maryland | Dedicated Commonwealth of Virginia-Restricted | Dedicated Commonwealth of Virginia-Unrestricted | Local Reimbursable | Other Local | Debt |
|-------------------------------------|--------------------------------|----------------------|----------------------|--------------------|--------------------|------------------|--------------------|--------------------------------|-----------------------------|-----------------------------------------------|-------------------------------------------------|--------------------|-------------------|--------------------|
| CIP0401 | Asset Mgmt Application Upgrade | 125,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CIP8029 | D&E IT Improvements | 5,651,000 | 5,644,232 | - | - | 1,418,863 | 236,290 | - | - | - | - | - | - | 3,989,079 |
| CIP8030 | Future IT Projects | 8,627,000 | 1,939,000 | - | - | - | - | - | - | - | - | - | - | 1,939,000 |
| Digital Modernization | | 156,645,546 | 102,113,276 | | | 1,418,863 | 10,986,559 | 3,707,244 | 3,468,402 | 2,552,495 | 656,296 | | | 79,323,417 |
| CIP0102 | MTPD District III Substation | - | 194,572 | - | - | - | - | 62,853 | 58,803 | 43,275 | 11,127 | - | - | 18,513 |
| CIP0127 | Support Equipment MTPD | 6,208,000 | 3,732,611 | 438,906 | - | 982,886 | - | 79,625 | 74,495 | 54,823 | 14,096 | - | - | 2,087,780 |
| MTPD | | 6,208,000 | 3,927,183 | 438,906 | | 982,886 | | 142,478 | 133,299 | 98,098 | 25,223 | | | 2,106,294 |
| CIP0009 | Service Vehicle Replacement | 7,251,864 | 5,887,938 | - | - | - | 1,438,680 | 1,506,362 | 1,409,314 | 1,037,154 | 266,673 | - | - | 229,755 |
| CIP0010 | Environmental Compliance Prgm | 10,343,682 | 9,428,866 | - | - | - | - | 2,956,484 | 2,766,010 | 2,035,585 | 523,389 | - | - | 1,147,399 |
| CIP0034 | Revenue Collection Facility | 70,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CIP0036 | Procurement Program Support | 12,829,484 | 7,586,980 | - | - | - | 5,509,951 | - | - | - | - | - | - | 2,077,030 |
| CIP0039 | System Planning & Development | 4,621,479 | 3,110,286 | - | - | - | 2,587,380 | 1,437 | 1,345 | 989 | 254 | - | - | 518,881 |
| CIP0099 | Joint Development Prgm Support | 2,000,000 | 2,645,562 | - | - | - | 2,150,678 | - | - | - | - | - | - | 494,884 |
| CIP0101 | INCP Capital Management | 1,120,000 | 749,054 | - | - | - | 624,871 | - | - | - | - | - | - | 124,183 |
| CIP0131 | Capital Financing Support | 2,000,000 | 727,063 | - | - | - | 660,494 | - | - | - | - | - | - | 66,569 |
| CIP0150 | Non-Rev Facility Fire Systems | 64,000 | 416,285 | - | - | - | - | 31,451 | 29,425 | 21,655 | 5,568 | - | - | 328,185 |
| CIP0170 | Roof Rehab & Replacement | 4,400,905 | 4,538,195 | - | - | - | - | 1,038,296 | 971,403 | 714,883 | 183,810 | - | - | 1,629,803 |
| CIP0197 | Non-Revenue Facilities | 3,559,327 | 1,621,595 | - | - | - | - | 2,454 | 2,296 | 1,690 | 434 | - | - | 1,614,720 |
| CIP0212 | Sustainability Program Support | 3,299,758 | 1,520,595 | - | - | - | - | - | - | - | - | - | - | 499,321 |
| CIP0213 | Capital Program Management | 24,606,000 | 20,170,252 | - | - | - | 1,021,274 | - | - | - | - | - | - | 3,114,226 |
| CIP0270 | CAPD Program Support | 38,625,674 | 29,953,714 | - | - | - | 24,729,803 | - | - | - | - | - | - | 5,223,811 |
| CIP0273 | Facility Improvements | 5,000,000 | 1,042,589 | - | - | - | - | 20,179 | 18,879 | 13,894 | 3,572 | - | - | 986,065 |
| CIP0277 | Supply Chain Modernization | 553,000 | 357,540 | - | - | - | - | 17,993 | 16,834 | 12,388 | 3,185 | - | - | 307,140 |
| CIP0324 | Cap Program Financial Support | 1,894,000 | 475,771 | - | - | - | 376,077 | - | - | - | - | - | - | 99,695 |
| CIP0335 | Office Consolidation - DC | 3,386,690 | 6,568,427 | - | - | - | - | 13,167 | 12,319 | 9,066 | 2,331 | - | - | 6,531,543 |
| CIP0337 | Office Consolidation - VA | 1,320,000 | 914,555 | - | - | - | - | - | - | - | - | - | - | 914,555 |
| CIP0338 | Office Consolidation - MD | 650,000 | 232,861 | - | - | - | - | 72,605 | 67,927 | 49,990 | 12,853 | - | - | 29,486 |
| CIP0397 | Back Up MICC- CTF | 5,000,000 | 467,167 | - | - | - | - | 6,180 | 5,782 | 4,255 | 1,094 | - | - | 467,167 |
| CIP0339 | Emergency Egress Improvements | - | 278,445 | - | - | - | - | - | - | - | - | - | - | 261,134 |
| CIP0347 | Acct Capital Program Support | 3,399,012 | 2,016,695 | - | - | - | 1,432,659 | - | - | - | - | - | - | 584,036 |
| CIP0373 | Interim OCC | - | 4,006,071 | - | - | - | - | - | - | - | - | - | - | 4,006,071 |
| CIP0381 | Center of Excellence Dept | 10,000,000 | 3,859,621 | - | - | - | - | - | - | - | - | - | - | 3,859,621 |
| CIP0382 | Content Management Sys Upgrade | 2,497,000 | 2,214,110 | - | - | - | 2,214,110 | - | - | - | - | - | - | - |
| CRB0005 | Planning Support for DC | 1,000,000 | 665,194 | - | - | - | - | - | - | - | - | 665,194 | - | - |
| CRB0009 | Planning Support for MD | 1,000,000 | 1,089,920 | - | - | - | - | - | - | - | - | 1,089,920 | - | - |
| CRB0018 | Planning Support for VA | 1,000,000 | 745,340 | - | - | - | - | - | - | - | - | 745,340 | - | - |
| CIP8034 | Future Support Equip Projects | - | 20,695 | - | - | - | 20,695 | - | - | - | - | - | - | - |
| Support Equipment/Services | | 151,491,875 | 113,311,386 | | | | 59,822,697 | 5,666,609 | 5,301,534 | 3,901,548 | 1,003,164 | 2,500,454 | | 35,115,380 |
| Business Support Investments | | 314,345,421 | 219,351,845 | 438,906 | | 2,401,749 | 70,809,256 | 9,516,331 | 8,903,234 | 6,552,141 | 1,684,684 | 2,500,454 | | 116,545,090 |
| Grand Total | | 2,117,604,300 | 1,511,025,578 | 257,913,127 | 164,844,216 | 2,940,716 | 98,359,468 | 72,883,595 | 68,188,013 | 50,181,478 | 12,902,642 | 79,668,539 | 17,671,712 | 685,472,074 |



All figures are preliminary and unaudited; chart and table totals may not sum due to independent rounding. All figures are rounded to the nearest dollar unless specifically stated.

Table 5: Receipt and Utilization of Jurisdictional Contributions

| Jurisdiction | FY2026 Budgeted Allocation | Q3 Capital Contribution Billed | YTD Capital Contribution Billed | YTD Capital Contribution Paid | Q3 Capital Contribution Paid | YTD Utilization of Jurisdiction Capital Contribution |
|----------------------------------------------------------------|----------------------------------|--------------------------------------|---------------------------------------|-------------------------------------|------------------------------------|------------------------------------------------------------|
| District of Columbia | 116,820,863 | 27,227,141 | 86,127,438 | 27,227,141 | 86,127,438 | 56,300,398 |
| Montgomery County | 49,821,043 | 11,611,664 | 36,731,100 | 11,611,664 | 36,731,100 | 24,010,648 |
| Prince George's County | 52,668,500 | 12,275,313 | 38,830,418 | 12,275,313 | 38,830,418 | 25,382,944 |
| Maryland Subtotal | 102,489,543 | 23,886,977 | 75,561,518 | 23,886,977 | 75,561,518 | 49,393,592 |
| City of Alexandria | 13,825,128 | 3,222,187 | 10,192,724 | 3,222,187 | 10,192,724 | 6,662,852 |
| Arlington County | 26,006,146 | 6,061,186 | 19,173,310 | 6,061,186 | 19,173,310 | 12,533,346 |
| City of Fairfax | 777,140 | 181,126 | 572,954 | 181,126 | 572,954 | 374,533 |
| Fairfax County | 42,468,138 | 9,897,941 | 31,310,091 | 9,897,941 | 31,310,091 | 20,467,004 |
| City of Falls Church | 1,006,311 | 234,538 | 741,914 | 234,538 | 741,914 | 484,979 |
| Loudoun County | 7,729,561 | 1,801,509 | 5,698,702 | 1,801,509 | 5,698,702 | 3,725,168 |
| Virginia Subtotal | 91,812,424 | 21,398,487 | 67,689,695 | 21,398,487 | 67,689,695 | 44,247,882 |
| Federal Formula Match & System Performance Subtotal | 311,122,830 | 72,512,605 | 229,378,651 | 72,512,605 | 229,378,651 | 149,941,872 |
| District of Columbia | 49,500,000 | 11,536,839 | 36,494,408 | 11,536,839 | 36,494,408 | 28,281,079 |
| State of Maryland | 49,500,000 | 11,536,839 | 36,494,408 | 11,536,839 | 36,494,408 | 28,281,079 |
| Commonwealth of Virginia | 49,500,000 | 11,536,839 | 36,478,895 | 11,536,839 | 36,478,895 | 28,281,079 |
| State and Local PRIIA Subtotal | 148,500,000 | 34,610,517 | 109,467,711 | 34,610,517 | 109,467,711 | 84,843,236 |
| District of Columbia | 1,000,000 | 233,067 | 737,260 | 233,067 | 737,260 | 665,194 |
| Montgomery County | 486,109 | 113,296 | 358,389 | 113,296 | 358,389 | 529,820 |
| Prince George's County | 513,891 | 119,771 | 378,871 | 119,771 | 378,871 | 560,100 |
| Maryland Subtotal | 1,000,000 | 233,067 | 737,260 | 233,067 | 737,260 | 1,089,920 |
| City of Alexandria | 150,580 | 35,095 | 111,017 | 35,095 | 111,017 | 112,232 |
| Arlington County | 283,253 | 66,017 | 208,832 | 66,017 | 208,832 | 211,119 |
| City of Fairfax | 8,465 | 1,973 | 6,241 | 1,973 | 6,241 | 6,310 |
| Fairfax County | 462,552 | 107,806 | 341,022 | 107,806 | 341,022 | 344,758 |
| City of Falls Church | 10,961 | 2,555 | 8,081 | 2,555 | 8,081 | 8,171 |
| Loudoun County | 84,189 | 19,622 | 62,069 | 19,622 | 62,069 | 62,750 |
| Virginia Subtotal | 1,000,000 | 233,068 | 737,262 | 233,068 | 737,262 | 745,340 |
| Project Planning Subtotal | 3,000,000 | 699,202 | 2,211,782 | 699,202 | 2,211,782 | 2,500,454 |
| District of Columbia | 178,500,000 | - | 89,250,000 | - | 89,250,000 | - |
| State of Maryland | 167,000,000 | 41,750,000 | 125,250,000 | 41,750,000 | 125,250,000 | 106,046,676 |
| Commonwealth of Virginia - Non-Restricted | 122,900,000 | 24,233,125 | 75,733,125 | 24,233,125 | 75,733,125 | 61,553,110 |
| Commonwealth of Virginia - Restricted | 31,600,000 | 14,391,875 | 40,141,875 | 14,391,875 | 40,141,875 | 36,555,941 |
| Commonwealth of Virginia Subtotal | 154,500,000 | 38,625,000 | 115,875,000 | 38,625,000 | 115,875,000 | 98,109,051 |
| Dedicated Funding Subtotal | 500,000,000 | 80,375,000 | 330,375,000 | 80,375,000 | 330,375,000 | 204,155,727 |
| Jurisdictional Reimbursable | 39,400,000 | - | - | - | - | 94,947,590 |
| Other | 1,100,000 | - | - | - | - | - |
| Reimbursable Total | 40,500,000 | - | - | - | - | 94,947,590 |
| Total Jurisdictional Contributions | 1,003,122,830 | 188,197,324 | 671,433,144 | 188,197,324 | 671,433,144 | 536,388,879 |

Table 6: Reprogramming

(\$K)

| PCR # | Action Type | Date | CIP # and Name | FY2026 Action | Outyears (FY2027-2035) Action | Total | Primary Reason for Change | Comments |
|-------|---------------|-----------|-------------------------------------------------------------------------------|---------------|-------------------------------|---------|---------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 583 | Reprogramming | 1/6/2026 | CIP0284_01 West Falls Church Yad Signaling Rehabilitation | (15,490) | 32,268 | 16,778 | Cost Estimate | This action increases project budget to align with the project charter addendum and to account for additional costs due to change in work plan. |
| 643 | Reprogramming | 1/6/2026 | CIP0127-08 Small Facility Improvements to Support Police Training | 500 | 300 | 800 | Cost Estimate | This action reprograms budget for scope that was to be executed in the Customer Information Program but will now be executed in Grosvenor Platform Rehabilitation. |
| 651 | Reprogramming | 1/6/2026 | CIP8030 Technology Service Delivery Transformation | - | (9,200) | (9,200) | Cost Estimate | This action reassigns PID 12200 Technology Service Delivery Transformation from CIP8030 Future IT Projects to CIP0384_05 Service Delivery Transformation. |
| 651 | Reprogramming | 1/6/2026 | CIP0384_05 Technology Service Delivery Transformation | - | 9,200 | 9,200 | Cost Estimate | This action reassigns PID 12200 Technology Service Delivery Transformation from CIP8030 Future IT Projects to CIP0384_05 Service Delivery Transformation. |
| 653 | Reprogramming | 1/6/2026 | CIP0259_02 Cloud-based Timekeeping Migration | 1,127 | 869 | 1,996 | Schedule | This action adjusts cashflow to account for underspend in FY24 and FY25 and provides additional resources for timekeeping integration with MetroSync implementation. |
| 654 | Reprogramming | 1/6/2026 | CIP0335 Headquarters Construction - District of Columbia | 650 | (4,614) | (3,964) | Schedule | This action adjusts cashflow to complete DC Headquarters construction and reallocates surplus budget back to the capital program. |
| 654 | Reprogramming | 1/6/2026 | CIP0335_04 JGB Chiller Replacement | 1,250 | (5,685) | (4,435) | Schedule | This action adjusts cashflow to complete JGB Chiller construction and reallocates unused budget back to the capital program. |
| 654 | Reprogramming | 1/6/2026 | CIP0337 Office Consolidation - Virginia | 800 | (5,744) | (4,944) | Schedule | This action adjusts cashflow to complete Virginia Headquarters construction and reallocates unused budget back to the capital program. |
| 654 | Reprogramming | 1/6/2026 | CIP0337_01 Metro Integrated Command and Communications (MICC) Control Center | - | (1,564) | (1,564) | Schedule | This action adjusts cashflow to complete MICC construction and reallocates unused budget back to the capital program. |
| 654 | Reprogramming | 1/6/2026 | CIP0338 Office Consolidation - Maryland | 650 | (3,900) | (3,250) | Schedule | This action adjusts cashflow to complete Maryland Headquarters construction and reallocates unused budget back to the capital program. |
| 655 | Reprogramming | 1/6/2026 | CIP0396 Bus Network Redesign Implementation - Year 2025 | (4,000) | - | (4,000) | Scope | This action reprograms available for Bus Service Change Management Modernization. |
| 655 | Reprogramming | 1/6/2026 | CIP0400 Bus Service Change Management | 2,100 | 2,100 | 4,200 | Scope | This action provides for short-term investments to build on lessons learned in Better Bus 2025 Network Implementation. |
| 659 | Reprogramming | 1/29/2026 | CIP0376 Western Bus Garage Replacement - Related Activities | 280 | - | 280 | Scope | This action provides for security improvements of the former Lord and Tayler building located at the future Western Garage location. |
| 660 | Reprogramming | 1/14/2026 | CIP0218_03 Metrorail Station Entrance Gates Replacement - Package 3 | 200 | - | 200 | Schedule | This action provides design services for the implementation of automated gates at four stations. |
| 664 | Reprogramming | 1/29/2026 | CRB0144 RFK Stadium Site Redevelopment Transit Planning and Feasibility Study | 1,000 | 1,000 | 2,000 | Cost Estimate | This action aligns budget to support the Stadium Armory D&E Study which is reimbursed by the District of Columbia up to \$2M |
| 657 | Reprogramming | 2/28/2026 | CRB0013 New Potomac Yard Metrorail Station | 25,000 | - | 25,000 | Cost Estimate | This action programs budget to closeout Potomac Yard Station Construction and aligns with agreed settlement. |
| 665 | Reprogramming | 2/28/2026 | CIP0284 New Carrollton and West Falls Church Stinger System Mitigation | - | - | - | Scope | This action provides for a protective barrier between the stinger energy delivery systems and railcar HVAC access platforms at West Falls Church and New Carrollton Yards. |
| 666 | Reprogramming | 2/28/2026 | CIP0127 Police Support Equipment Replacement | 500 | - | 500 | Scope | This action provides new handguns for MTPD. The current standard issued handguns for MTPD officers have become unreliable by way of several deficiencies and no longer meets the needs of the agency. |
| 667 | Reprogramming | 2/28/2026 | CIP0273_07 Facilities Masterplan | - | 4,000 | 4,000 | Scope | This action provides for the development of a facilities master plan. |
| 668 | Reprogramming | 2/28/2026 | CIP0401 Enterprise Asset Management Modernization | 125 | 6,070 | 6,195 | Cost Estimate | This action establishes CIP0401 for Enterprise Asset Management |



| PCR # | Action Type | Date | CIP # and Name | FY2026 Action | Outyears (FY2027-2035) Action | Total | Primary Reason for Change | Comments |
|----------------------------------------------------------------------|---------------|-----------|----------------------------------------------------------------------------|---------------|-------------------------------|----------|--------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | Phase 1: Foundation Design & Governance | | | | | Modernization - Phase 1 and reprograms available investment budget. |
| 668 | Reprogramming | 2/28/2026 | CIP8030_04 Asset Management Application Replacement Phase 0 | (125) | (6,070) | (6,195) | Cost Estimate | This action uses available budget to advance Enterprise Asset Management Modernization - Phase 1. |
| 669 | Reprogramming | 2/28/2026 | CIP0394 Front Line Digitization: Digital Acceleration Proof of Concept | - | 4,130 | 4,130 | Schedule | This action adjusts cashflow for Front Line Digitization, aligns budget with approved TPC and reassigns PID 12212 Front Line Digitization to CIP0394 Front Line Digitization. |
| 669 | Reprogramming | 2/28/2026 | CIP8030 Front Line Digitization: Digital Acceleration Proof of Concept | - | (9,000) | (9,000) | Schedule | This action adjusts cashflow for Front Line Digitization, aligns budget with approved TPC and reassigns PID 12212 Front Line Digitization to CIP0394 Front Line Digitization. |
| 671 | Reprogramming | 2/28/2026 | CIP8029_09 Enterprise Identity and Access Management (EIAM) Implementation | (3,000) | 2,370 | (630) | Schedule | This action adjusts cashflow for Enterprise Identity and Access Management. Surplus budget is reallocated back into the capital program. |
| 661 | Reprogramming | 3/2/2026 | CIP0386_06 6 Station Entrance ESS upgrades | 400 | 600 | 1,000 | Scope | This action provides CCTV at six station entrances. |
| 583, 643, 651, 653, 654, 655, 657, 661, 665, 666, 667, 668, 669, 671 | Reprogramming | | CIP0247_01 Emerging System Rehabilitation | (11,967) | (17,130) | (29,097) | Cost Estimate, Scope, Schedule | This action uses Emerging System Rehabilitation to adjust cashflow. |
| | Total | | | - | - | - | | |



Table 7: Procurement Actions

| Date | CIP | Contract Number | Description | Vendor | Action Type | Amount |
|-----------|------------|-----------------|----------------------------------------------------------------------------------------------|-----------------------------------|------------------------|-------------|
| 1/5/2026 | CIP0132 | FQ2024 | ELES-0002 Elevator and Escalator Support Services | EXP US Services, Inc. | Task Orders | \$907,692 |
| 1/7/2026 | CIP0253 | FRBIR244062-A | Cable Supply - IDIQ Category (A) Traction Power Cables | Prysmian Group | Task Orders | \$4,445,127 |
| 1/7/2026 | CIP0341_06 | FCIMO255084 | RBIR-002_Engineering, Design, and Document Preparation of Fire Standpipe System Replacements | Mott MacDonald | Task Orders | \$1,118,762 |
| 1/14/2026 | CIP0221_07 | CCSCM211074 | T58 Metrobus Shelter Replacement Phase II Outreach Teams | Sharp & Company, Inc. | Task Orders | \$464,977 |
| 1/15/2026 | CIP0332 | FRBIR222275 | Electrician Labor Services and Scaffolding Orders-For-Services (OFS) | C3M Power Systems, LLC | Task Orders | \$6,477,544 |
| 1/15/2026 | CIP0072_02 | FRBIR222275 | Electrician Labor Services and Scaffolding Orders-For-Services (OFS) | C3M Power Systems, LLC | Task Orders | \$199,511 |
| 1/23/2026 | CIP0005 | FBMNT266182 | Midlife Overhaul New Flyer Kits 2018 XN40 CNG Buses (Fleet 59) | The Aftermarket PartsCompany, LLC | RFP | \$9,495,951 |
| 1/29/2026 | CIP0397 | FCIMO255084 | PDDS-001_Backup Operations Control Center Design/Engineering Services | Gannett Fleming | Task Orders | \$1,299,605 |
| 2/2/2026 | CIP0259_02 | CIT01244351A | Six Months Extension-UKG CO-OP | UKG Kronos Systems, LLC | Contract Modifications | \$337,651 |
| 2/6/2026 | CIP0004 | CBMNT222121 | Bus Driver Simulator Systems/ Exercising Option Year 4 | Etech Simulation Corp | Options | \$31,260 |

| Date | CIP | Contract Number | Description | Vendor | Action Type | Amount |
|-----------|-------------------|------------------------------|------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|------------------------|-------------|
| 2/6/2026 | CIP0284_08 | FCIMO255084 | RECP-002_Dulles Fleet Maintenance Facility | WSP USA | Task Orders | \$2,320,368 |
| 2/8/2026 | CIP0185 | FCIMO255084 | ELES-004_A/E Services for Escalator Replacement and Structural Modification to Existing Escalator Wellway at Wheaton Station | Gannett Fleming Engineers and Architects, P.C. | Task Orders | \$1,615,176 |
| 2/12/2026 | CIP0005 | FBMNT255123 | DPIM and Skim Modules for FBMNT Program, to exercise Option Year 1 and extend the contract Period of Performance | Johnson & Towers Baltimore, Inc. | Options | \$2,493,908 |
| 2/12/2026 | CIP0375_03 | FCIMO255084 | RBIR-003_A/E Services for Engineering, Design, and Document Preparation of Shaft Rehabilitation - Package 2 | WSP USA | Task Orders | \$2,409,450 |
| 2/19/2026 | CIP0063 | FCMNT266089 | Engineering Consultant Services for Railcar Rehab | RK&K | RFP | \$4,513,931 |
| 2/19/2026 | CIP0063 | FCMNT266089 | Engineering Consultant Services for Railcar Rehab | RK&K | RFP | \$4,513,931 |
| 2/20/2026 | CIP0270_03 | CCIMO244010-25-T00005-MOD001 | Change Control Analyst II | Lumenor Consulting Group, Inc. | Contract Modifications | \$25,000 |
| 2/20/2026 | CIP0252 & CIP0253 | FQ2024 | PWEN-0004 SCADA Electrical Engineering Staff Augmentation | Hatch/Urban Engineers Joint Venture | Task Orders | \$1,410,066 |
| 2/25/2026 | CIP0005 | FBMNT266176 | Cummins Kit 2018 XN40 CNG Buses (Fleet 59) for Midlife Engine Overhaul | Cummins, Inc. | RFP | \$3,327,473 |



| Date | CIP | Contract Number | Description | Vendor | Action Type | Amount |
|-----------|---------------------------|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|------------------------|--------------|
| 2/26/2026 | CIP0331_05 | CIT01233343 | EDU Cloud Applications Learning Subscriptions Renewal/Additions | Oracle America, Inc. | Contract Modifications | \$93,656 |
| 2/26/2026 | CIP0331_05 | CIT01233343 | EDU Cloud Applications Learning Subscriptions Renewal/Additions | Oracle America, Inc. | Contract Modifications | \$214,881 |
| 2/26/2026 | CIP0331_05 | CIT01233343 | Oracle ODA 6 revision of existing Services/Fees and Function Scope of Exhibit 1 to include Grants management and Project Portfolio Management | Oracle America, Inc. | Contract Modifications | \$67,336,895 |
| 2/27/2026 | "CIP0252_01 CIP0252_03 | *CRBIR266_156 | AC & Traction Power - Rigging, Hauling Services IDIQ Contract | Hutchinson International Corp T/A United Rigging | IFB | \$0 |
| 2/27/2026 | CIP0252 | *CRBIR266086 | Uninterruptible Power Supply IDIQ Contract | Benning Power Electronics, Inc. | IFB | \$0 |
| 2/27/2026 | CIP0252 | *CRBIR266086 | Uninterruptible Power Supply IDIQ Contract | Benning Power Electronics, Inc. | IFB | \$0 |
| 2/27/2026 | CIP0255_24 | FQ18152 | Metro Faregate - Banked hours Option Year 3 | Straffice America, LLC | Options | \$116,000 |
| 3/1/2026 | CIP0170_07 | FQ19021-25-001 | (PICO 4945) Roofing Renovations | DJB Contracting | Contract Modifications | \$18,000 |
| 3/2/2026 | CIP0270_09 | FQ2024 | SWAC-0001 Staff Augmentation for Accessibility Engineering Services | WSP USA | Task Orders | \$1,144,161 |
| 3/2/2026 | CIP0255_24 | ATOC233278 | Faregate Expansion | Signature Renovations | Task Orders | \$747,510 |
| 3/2/2026 | CIP0272 | ATOC233278 | Golden Triangle | Signature Renovations | Task Orders | \$161,097 |
| 3/2/2026 | CIP0273_06 | ATOC233278 | C94 Storage | Kiewit | Task Orders | \$153,000 |
| 3/3/2026 | CIP0254_01 | COBTR222155-BTK | Change to Scope of Work to Expand | Hayden AI | Contract Modifications | \$396,950 |

| Date | CIP | Contract Number | Description | Vendor | Action Type | Amount |
|-----------|------------|-----------------------|------------------------------------------------------------------------|--------------------------------------|------------------------|-------------|
| | | | VDS/Clear Lanes to Montgomery County, MD | | | |
| 3/5/2026 | CIP0272_06 | FATOC222351-24-010 | (PICO 4923) Info wall modifications | Aldridge Electric | Contract Modifications | \$34,674 |
| 3/10/2026 | CRB0127 | FQ2024 | PUPL-0002 Staff Augmentation for Purple Line | GFT Infrastructure, Inc. | Contract Modifications | -\$283,214 |
| 3/12/2026 | CIP0127 | FMTPD266195 | MTPD Axon Taser 10 Upgrade | Axon Enterprise, Inc. | COOP | \$2,742,210 |
| 3/12/2026 | CIP0127 | FMTPD266195 | MTPD Axon Taser 10 Upgrade | Axon Enterprise, Inc. | COOP | \$2,742,210 |
| 3/12/2026 | CIP0127_01 | FMTPD233201 | Purchase of 10 additional Axon Pro-Licenses for 24 Months | Axon Enterprise | Contract Modifications | \$85,800 |
| 3/12/2026 | CIP0272_06 | FATOC222351-24-009 | (PICO 4908) Lost time and impacts | Aldridge Electric | Contract Modifications | \$27,802 |
| 3/12/2026 | CIP0272_06 | FATOC222351-24-009 | (PICO 4841) Existing network cabling for cameras and fiber replacement | Aldridge Electric | Contract Modifications | \$24,500 |
| 3/12/2026 | CIP0272_06 | FATOC222351-24-009 | (PICO 4907) Lost time and impacts | Aldridge Electric | Contract Modifications | \$86,050 |
| 3/15/2026 | CIP0305_02 | FCIMO255084 | RBIR-006 Sewage Ejector Replacement - Phase B | EXP US Services, Inc. | Task Orders | \$1,657,379 |
| 3/17/2026 | CIP0253 | FRBIR244062 (A) | Cable Supply - IDIQ Category (A) Traction Power Cables | Prysmian Group Specialty Cables, LLC | Task Orders | \$1,352,607 |
| 3/19/2026 | CIP270_03 | CCIMO244010-25-T00005 | Addition of Staff | Lumenor Consulting Group | Contract Modifications | \$337,050 |
| 3/20/2026 | CIP0145_14 | FRBIR222275 | IDIQ - Electrician Labor Services and Scaffolding | C3M Power Systems, LLC | Task Orders | \$946,132 |



| Date | CIP | Contract Number | Description | Vendor | Action Type | Amount |
|-----------|------------|-------------------|--------------------------------------------------------------------------------|--------------------------|------------------------|-----------|
| | | | Orders-For-Services (OFS) | | | |
| 3/23/2026 | CIP0225 | ATOC233278-25-001 | (PICO 4899) HRO additional lighting | FH Paschen | Contract Modifications | \$23,911 |
| 3/27/2026 | CIP0348 | FIRPG211113 | D2605 Pier Cap Redesign | W.M. Schlosser, Inc. | Contract Modifications | \$905,000 |
| 3/27/2026 | CIP0043_01 | CIT01233567 | Staff Augmentation for Hastus Operational Support Task | Computer Aid, Inc. | Task Orders | \$60,393 |
| 3/31/2026 | CIP0259_02 | CIT01266260 | FY27: Workforce Management Systems & Related Products, Services, and Solutions | Vertosoft, LLC | COOP | \$909,540 |
| 3/31/2026 | CIP0259_02 | CIT01266260 | FY27: Workforce Management Systems & Related Products, Services, and Solutions | Vertosoft, LLC | COOP | \$909,540 |
| 3/31/2026 | CIP0270_03 | CCIMO244010 | "Contract Administrator Staff Augmentation Support | Lumenor Consulting Group | Task Orders | \$351,619 |



All figures are preliminary and unaudited; chart and table totals may not sum due to independent rounding. All figures are rounded to the nearest dollar unless specifically stated.