



WASHINGTON METROPOLITAN
AREA TRANSIT AUTHORITY

FY2023-FY2028

Approved Capital Improvement Program & 10-Year Plan



July 2022



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CAPITAL INVESTMENT STRATEGY

Metro's Value to the Region and the Need for Capital Investment

The Washington Metropolitan Area Transit Authority (Metro) system is the public transportation backbone of the National Capital Region, connecting residents and visitors across the region to jobs, housing, food, education, healthcare, essential services, opportunities, and entertainment. The system supports the sustainability, livability and the economy of the region, protects the environment and helps advance racial and social equity in our community. Metro also plays a critical role in supporting the federal government.

The Metro system is the result of substantial regional and federal infrastructure investment. Continued capital investment is vital to maintaining the system in safe and reliable condition. Through the Capital Improvement Program (CIP), Metro advances capital projects and programs to restore, sustain and modernize the system.

The foundation of the CIP is the organization's top priorities of Safety, Service Reliability and Financial Responsibility as well as the plan to Keep Metro Safe, Reliable and Affordable (KMSRA).

Capital Strategy

Metro's Capital Strategy is to:

- Invest in the system to provide safe and reliable service for customers, employees and the region,
- Address the backlog of overdue state of good repair needs,
- Sustain safety and reliability through recurring maintenance, rehabilitation and replacement programs,
- Modernize the system for customers and employees,
- Maintain financial accountability, and
- Support a sustainable and more equitable future for the region,
- Foster equity in the identification of investments.

Capital Investment Priorities - Safety and Reliability

Metro's capital program is focused on improving the safety, security, state of good repair and reliability of the system.

After decades of deferred maintenance and underinvestment, Metro accumulated a significant backlog of overdue safety and state of good repair needs. Capital investments successfully implemented over the last several years like SafeTrack and track rehabilitation, replacement of legacy railcars, and the Platform Improvement Program have reduced the backlog and improved performance and reliability and have started to address the impact of years of underinvestment.

Even with this notable effort, Metro has more work to do to continue the progress we have made in addition to catching up on overdue state of good repair needs – including rehabilitation and replacement of platforms, bridges, power upgrades, signal and communications systems, and facilities. At the same time, Metro is focused on sustaining safety and state of good repair of all system assets through recurring lifecycle maintenance, rehabilitation and replacement.

In addition to the core priorities of safety and reliability, Metro considers policy and other factors in the development of the CIP, including sustainability; resiliency; improvements to the customer experience; regulatory findings and corrective action plans, modernization and efficiency, emerging technology, project readiness, and jurisdiction-sponsored improvements.

Financial Accountability

Metro is committed to responsible stewardship of federal, state and local capital investments that enabled the progress made over the past six years. Following-through on that commitment, Metro continues to improve:

- A structured process for capital planning, prioritization and decision-making,
- Capital program website and frequent progress updates, and
- Detailed and timely capital program financial reporting for funding partners.



CAPITAL PROGRAM HIGHLIGHTS

Capital Improvement Program Highlights

Metro's \$12.4 billion FY2023-FY2028 CIP and \$2.3 billion FY2023 Capital Budget focus capital investment 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. Highlights of priority CIP investments to restore, modernize and sustain the system include:

Metrorail

- Platform Improvement Program – Three More Priority Stations to be Completed
- Rehabilitation of Bridges & Aerial Structures
- Tunnel Rehabilitation and Water Mitigation
- Rehabilitation of Train Control Equipment & Planning for the Next-Generation Signal System
- Rehabilitation & Upgrade of Rail Power Systems
- Replacement & Upgrade of Communications Systems – Including Radio Infrastructure & Equipment
- Track Rehabilitation & Maintenance
- Ventilation Improvements – Red Line Pilot
- 8000 Series Railcar Acquisition to Replace 2000/3000 Series Cars
- Railcar Rehabilitation & Maintenance
- Railcar Heavy Repair & Overhaul Facility
- Rehabilitation & Optimization of Railyards and Maintenance Facilities
- Replacement & Rehabilitation of Elevators & Escalators
- Deployment of Mobile Fare Payment & Replacement of Faregates

Metrobus

- Bus Vehicle Replacement and Rehabilitation
- Replacement of Bus Divisions at Northern & Bladensburg & Planning for Western
- Investments in Northern & Bladensburg to enable them to run 100% electric vehicles
- Zero Emission Bus Program to Test and Evaluate Technology & Prepare for Larger Scale Deployment
- Rehabilitation of Four-Mile Run, Montgomery, and Landover Bus Divisions
- Bus Customer Facility Improvements – Bus Stops, Transit Centers and Customer Information Displays
- Roadway and Signal Improvements for Bus Priority (with jurisdictions)
- Replacement of Bus Fareboxes

MetroAccess

- Lifecycle Replacement of Paratransit Vehicles
- Investment in a new paratransit scheduling system

Operations and Business Support

Priority investments to restore, modernize and sustain support functions include:

- Consolidated Office Buildings in the District of Columbia, Maryland, and Virginia
- Facility Roof Replacement
- Information Technology Hardware & Software Replacement, System Preservation
- Cyber Security Improvements
- Replacement Data Center
- Financial System Replacement

Metro's CIP is grouped into six major investment categories: Railcars and Railcar Facilities; Rail Systems; Track & Structures; Stations & Passenger Facilities; Bus, Bus Facilities and Paratransit; and Business and Operations Support. Detailed CIP project and program information begins on page 18 for the CIP and page 164 for the 10-Year Plan.



Six-Year CIP by Investment Category

Capital Investment Categories (\$M)	FY2023 Budget	FY2024 Plan	FY2025 Plan	FY2026 Plan	FY2027 Plan	FY2028 Plan	6-Year Total
Railcar & Railcar Facilities	\$303	\$430	\$507	\$469	\$403	\$320	\$2,432
Rail Systems	\$203	\$327	\$297	\$297	\$264	\$262	\$1,651
Track & Structure Rehabilitation	\$459	\$276	\$236	\$235	\$260	\$292	\$1,758
Stations & Passenger Facilities	\$525	\$536	\$378	\$414	\$414	\$427	\$2,694
Bus, Bus Facilities & Paratransit	\$441	\$474	\$437	\$297	\$303	\$308	\$2,260
Business & Operations Support	\$380	\$332	\$231	\$236	\$205	\$245	\$1,629
Total Capital Investments	\$2,311	\$2,374	\$2,087	\$1,949	\$1,850	\$1,853	\$12,425
Revenue Loss from Capital Projects	\$12	\$10	\$10	\$10	\$10	\$10	\$62
Debt Service - Dedicated Funding ¹	\$101	\$157	\$222	\$274	\$322	\$364	\$1,440
Total Capital Program Cost	\$2,424	\$2,541	\$2,319	\$2,233	\$2,182	\$2,227	\$13,927

¹ Projections subject to change based on actual debt requirements and terms of future debt issuance



CAPITAL PROGRAM DEVELOPMENT

Capital Planning and Program Development

Metro's capital program includes a 10-year Capital Plan, a Six-Year Capital Improvement Program (CIP), and an annual Capital Budget. Collectively these form the framework for the development, evaluation, strategic alignment and delivery of capital investments.

To ensure critical capital needs are addressed and that capital funding is invested wisely, Metro is establishing and improving a structured and centralized approach to identify, develop, evaluate, align, select, and approve capital investments to advance through the capital program.

Metro's capital program development process begins each year with a review and update of current and ongoing projects and programs as well as known potential investments still in development. Management then works with internal operations, maintenance and business support leads as well as oversight entities and the jurisdictions to identify potential investment needs that might have emerged since the last program cycle.

For significant new and emerging needs, Metro is implementing a structured approach to develop and evaluate potential major capital investments. This approach includes:

- An objective assessment of the need,
- An evaluation of alternatives and development of business cases to assess financial impacts and customer and public benefits of a potential investment,
- Development of project implementation plans and charters to select a delivery strategy, establish project scopes, schedules and budgets, and assess risks and readiness before a major project, and
- Aligning potential capital investments to measurable strategic objectives, expected outcomes and key performance indicators.

Metro's CIP and 10-Year Capital Plan rely on the best available information at the time of

development and are updated at least annually.

Annual Capital Expenditure Budget

In accordance with Article VIII, paragraph 26 of Metro's Compact, the Board adopts an annual Capital Budget. This budget identifies capital investments by category that are expected to commence or continue during the budget period. The budget also includes the anticipated funding sources for the upcoming year.

Metro's capital program and annual budget are managed on an expenditure basis – program and project costs, including costs for programs and projects that will occur over multiple fiscal years, are budgeted and planned in the fiscal year that they are forecasted to be expended. Metro's fiscal year begins on July 1 and ends on June 30.

Metro's CIP and Capital Budget include estimated costs for capital expenditures to procure or construct fixed assets, or to improve and extend the useful life of an existing fixed asset. The CIP and Capital Budget also include estimated costs for planning, program management, and certain preventive maintenance costs.

The Metro Board of Directors has delegated authority to the GM/CEO to move Capital Budget and funding between programs, projects, and investment categories to adjust for changed schedules and to address emergency or unanticipated needs.

Annual Schedule

Metro's 10-year Capital Plan, Six-Year CIP, and Capital Budget are formally updated annually through the budget process. The process begins each spring and summer with the development of a preliminary proposal for Metro's Executive Management Team's consideration. The GM/CEO then presents the proposed CIP to the Board of Directors in the fall of each year.

The Board authorizes a public hearing on the budget and Metro initiates a public input process. The Board considers the proposal and typically adopts the six-year CIP and Capital Budget in March or April each year. Adoption of the Capital Budget by March allows Metro to start the process to apply for FTA grants before the beginning of the fiscal year.



CAPITAL PROGRAM FUNDING SOURCES

Metro's CIP is primarily funded by contributions from the region and federal grant programs. Current regional and federal funding sources are for restoring and sustaining safety, security, reliability and state of good repair. The table on page 9 details the FY2023 funding plan and six-year funding outlook.

Passenger Rail Investment and Improvement Act (PRIIA) Funding

PRIIA funding provides \$150 million annually in federal grants matched by \$150 million from Maryland, the District of Columbia, and Virginia (\$50 million each) for Metro's safety and state of good repair capital program. These grants are subject to a 1% holdback for FTA administration.

The FY2023 Capital Budget assumes \$148.5 million of federal PRIIA funding matched by \$148.5 million from the region. The six-year program assumes federal PRIIA funding through FY2028 as PRIIA has been reauthorized through that period and beyond. Metro's capacity to support state of good repair programs is dependent on continued Federal and State support of this program.

Federal Grant Programs

Metro receives federal formula grant funding from the Federal Transit Administration (FTA), including 5307 Urbanized Area Formula grants, 5337 State of Good Repair grants, and 5339 Bus and Bus Facilities grants. Metro also competes for federal discretionary grant programs for specific investments. Metro expects to receive about \$343 million in FTA grants in Metro FY2023 and the six-year program assumes continued FTA funding adjusted for inflation.

Dedicated Capital Funding

In 2018, Virginia, Maryland and the District of Columbia approved a combined \$500 million per year in new dedicated capital funding to restore the system to a state of good repair and improve safety and reliability. Dedicated funding is limited to capital projects.

Metro is leveraging dedicated funding in the capital markets, issuing bonds to fund the capital program. The FY2023 budget assumes approximately \$949 million of dedicated funding backed debt. Over the next several years, as Metro issues debt to address overdue and ongoing capital needs, a growing share of the annual \$500 million of dedicated funding will be committed to debt service, reducing funding capacity for future capital needs, and driving a need for new capital funding sources.

Jurisdictional Contributions

Maryland, the District of Columbia, and the local governments in Northern Virginia provide annual capital funding in the form of "allocated contributions". These contributions provide the required local match to federal formula, competitive and other grants and system performance funding. Allocated contributions are governed by the Capital Funding Agreement (CFA) for FY2022 to FY2027. FY2023 allocated contributions total \$285 million, 3 percent more than FY2022. The six-year program assumes annual 3 percent increases and a total of \$1.8 billion.

Jurisdiction Sponsored Projects

Metro also advances projects sponsored and funded by jurisdictions. These "reimbursable projects" are typically improvements to the system. One example is the new Potomac Yard Station, sponsored by the City of Alexandria.



INFRASTRUCTURE INVESTMENT AND JOBS ACT

Passage of the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law (BIL), paves the way for increased investment in the Metro capital program. The Federal Transit Administration (FTA) anticipates that federal funding from the BIL will create good-paying jobs and better accessibility to transportation through investment in transit. Funding provided through the BIL will allow Metro to continue focusing on executing projects in a sustainable manner to provide safe, reliable, resilient, and equitable transit service for the District of Columbia, Virginia, and Maryland.

Summary of Benefits

The funding provided by the BIL will help address capital needs across Metro to support a continued state of good repair of the system's priority assets and prevent the backlog of repairs from growing. Priority assets that may benefit from the boost in transit funding include tunnels, bridges, passenger station and bus facilities, train signaling, and power infrastructure. Key immediate investment examples include the

rehabilitation of the Yellow Line underground tunnel near L'Enfant Plaza, train power infrastructure renewal, bus traffic signal prioritization equipment installation, and rehabilitation of stations and aerial structures in need of repair.

Metro also has long-term transformative investments in the pipeline that will prepare the system for the future and modernize the rail, bus and paratransit fleets with more reliable and improved railcars and zero-emission buses and vehicles. Long-term investments include facility and infrastructure upgrades over the coming years to support the introduction of zero-emission buses and vehicles, implementation of next-generation train control, station access and capacity improvements, and railyard modernization.

Future Updates to Budget and CIP

Metro presented its proposed FY2023 Budget and CIP to the Finance and Capital Committee of the Board prior to the passage of the BIL. Metro will revisit and update these documents as appropriate as more information becomes available.



FY2023 Funding Plan and Six-Year Outlook

	FY2023 Budget	FY2024 Plan	FY2025 Plan	FY2026 Plan	FY2027 Plan	FY2028 Plan	6 Year Total
Federal Funding							
Federal Formula Programs	\$331	\$340	\$347	\$356	\$363	\$370	\$2,108
Federal RSI/PRIIA	\$149	\$149	\$149	\$149	\$149	\$149	\$891
Other Federal Grants	\$12	\$11	\$4	\$5	\$6	\$5	\$42
Total - Federal Grants	\$491	\$499	\$500	\$509	\$517	\$524	\$3,040
State & Local Funding Contributions							
District of Columbia							
Formula Match & System Performance	\$102	\$106	\$108	\$109	\$112	\$116	\$652
RSI/PRIIA	\$50	\$50	\$50	\$50	\$50	\$50	\$297
Dedicated Funding	\$179	\$179	\$179	\$179	\$179	\$179	\$1,071
Subtotal - District of Columbia	\$330	\$334	\$336	\$337	\$340	\$344	\$2,020
State of Maryland							
Montgomery County	\$48	\$49	\$51	\$53	\$55	\$56	\$313
Prince George's County	\$49	\$50	\$51	\$52	\$54	\$56	\$312
Maryland RSI/PRIIA	\$50	\$50	\$50	\$50	\$50	\$50	\$297
Maryland Dedicated Funding	\$167	\$167	\$167	\$167	\$167	\$167	\$1,002
Subtotal - Maryland	\$313	\$316	\$319	\$322	\$325	\$329	\$1,924
Commonwealth of Virginia							
City of Alexandria	\$13	\$13	\$14	\$14	\$15	\$15	\$84
Arlington County	\$24	\$24	\$25	\$26	\$27	\$28	\$155
City of Fairfax	\$1	\$1	\$1	\$1	\$1	\$1	\$5
Fairfax County	\$42	\$43	\$45	\$47	\$49	\$50	\$276
City of Falls Church	\$1	\$1	\$1	\$1	\$1	\$1	\$5
Loudoun County	\$6	\$6	\$6	\$7	\$7	\$7	\$40
Virginia RSI/PRIIA	\$50	\$50	\$50	\$50	\$50	\$50	\$297
Virginia Dedicated Funding - Unrestricted	\$123	\$123	\$123	\$123	\$123	\$123	\$737
Virginia Dedicated Funding - Restricted	\$32	\$32	\$32	\$32	\$32	\$32	\$190
Congestion Mitigation and Air Quality (CMAQ)	\$1	\$1	\$1	\$1	\$0	\$0	\$3
Subtotal - Virginia	\$291	\$292	\$297	\$301	\$304	\$306	\$1,791
Jurisdiction Planning Projects	\$3	\$3	\$3	\$3	\$3	\$3	\$18
Silver Line (MWAA)	\$10	\$0	\$0	\$0	\$32	\$0	\$42
Potomac Yard (Alexandria)	\$32	\$19	\$0	\$0	\$0	\$0	\$52
Purple Line (MDOT)	\$5	\$0	\$0	\$0	\$0	\$22	\$27
Subtotal - Jurisdictional Reimbursable	\$50	\$22	\$3	\$3	\$35	\$25	\$138
Total - State & Local	\$984	\$965	\$954	\$963	\$1,004	\$1,003	\$5,874
Debt	\$949	\$1,077	\$865	\$761	\$661	\$700	\$5,013
Grand Total Funding *	\$2,425	\$2,541	\$2,319	\$2,233	\$2,182	\$2,227	\$13,927

* Total funding requirement includes capital program expenditures, debt service, and estimated revenue loss from major shutdowns



10-YEAR CAPITAL PLAN

Long-Term Capital Planning

To restore and maintain safety, reliability and state of good repair of the system and prepare for a sustainable and equitable future of the region, Metro assesses capital needs over a long-term horizon and now annually updates a 10-Year Capital Plan. The plan provides an outlook of needs and opportunities for Metro and the region.

The 10-Year Capital Plan incorporates Metro's Six-Year CIP and the annual Capital Budget, and extends beyond the current program. The Plan provides an outlook for:

- Major projects with expected completion dates beyond the current CIP,
- Recurring and cyclical safety and state of good repair maintenance, rehabilitation and replacement programs that continue,
- State of good repair projects and programs that are expected to begin after the current six-year CIP, and
- Potential future capital investments to modernize and improve the system for customers and the region.

The 10-Year Capital Plan is not financially constrained. New capital funding sources will need to be identified to support the long-term state of good repair of the system and to advance improvements to support a sustainable and more equitable future for the region.

Major Capital Needs and Potential Future Investments

Zero Emission Bus Implementation – Metro is advancing a Zero Emission Bus Program to test and evaluate technology to prepare for a future large-scale deployment. Zero emission buses have the potential to provide substantial value to the region by reducing greenhouse gas and local air pollution, providing a quieter, smoother ride, and supporting a more sustainable and livable region. Investments to enable Northern and Bladensburg Bus Divisions to run 100% electric vehicles is planned in the six-year. However, a large-scale deployment will require substantial investment in the 10-year and beyond.

Next-Generation Signal System – Metro's train control signal system is over 40 years old,

obsolete and unreliable and the replacement and upgrade of this vital system is among Metro's highest safety and state of good repair priorities. The replacement of the existing system will be complex, expensive and long in duration. Metro is currently working to identify and plan for the implementation of new signal system technology.

Eight-Car Trains and Increased Rail Frequency – To increase the capacity and frequency of rail service and support the future of the region, Metro will need to acquire additional 8000 series railcars, continue to upgrade rail system power across the system, and expand railcar maintenance and storage facilities.

Station Access and Passenger Circulation Improvements – Prior to the pandemic, many Metrorail stations across the system had high levels of passenger crowding on platforms, mezzanines, escalators and elevators during high ridership periods. Metro and our jurisdictional partners have identified potential investments to improve customer access to and circulation in stations that will also address potential safety issues. Targeted access and circulation investments at problematic mezzanines is planned in the six-year. However, more expansive projects are not included in the current CIP but could be advanced in the future.

Tunnel Ventilation – The Metrorail system includes an extensive network of ventilation systems to handle routine air exchange in stations and tunnels and to remove smoke in the event of an emergency. Metro is advancing a pilot to test improvements to the ventilation system on the Red Line. If the pilot is successful a systemwide plan will be developed.

Water Mitigation – Metro has dealt with water infiltration in its underground structures since the system was constructed. The results of water intrusion have negatively impacted rail operations and caused damage that has led to incidents impacting our customers. Metro is working on a pilot to mitigate leaks in tunnels in the areas of greatest risk. If the pilot is successful, Metro will implement systemwide to help prevent water infiltration in the system.

A detailed listing of initiatives and potential future investments in Metro's 10-Year Capital Plan begins on page 164.



CAPITAL IMPROVEMENT PROGRAM INVESTMENT PAGES

Metro's planned CIP investments are presented in this document in one-page CIP investment summaries.

How to Read CIP Investment Pages

1 **Investment Title & Overview**

Title Each investment has a title and number.

Initiative Type assigns the investment as either a **Project** – typically a major investment with a definable beginning and end or a **Program** - an ongoing, recurring or cyclical investment.

Category assigns the investment category: Railcar and Railcar Facilities, Rail Systems, Track and Structure Rehabilitation; Stations and Passenger Facilities; Bus, Bus Facilities and Paratransit; or Business and Operations Support.

Location assigns the geographic location of the investment. Most investments are "Systemwide". When a specific location is known, the jurisdiction is listed. Many location-specific investments also have region-wide benefits.

Mode assigns the service the investment supports: Bus, Rail, Paratransit, or Systemwide.

Program shows the grouping of the investment within the broader investment category.

Federal Participation (all years) indicates if the investment is or will be funded by federal grants.

2 **Description** provides a basic summary of the scope of the investment.

3 **Expected Outcome** describes how the investment benefits customers, operations,

and/or employees; performance indicators are also included where applicable.

4 **Near Term Deliverables** show anticipated activities over the next 12 to 24 months.

5 **Anticipated Funding Source** indicates how Metro currently expects to fund an investment in FY2023. Anticipated funding sources are subject to change.

6 **Schedule** is included on CIP **Project** pages including three project phases: Development & Evaluation, Implementation/ Construction, and Operations Activation. Schedules show how projects are expected to progress over the next ten years. CIP **Programs** do not include schedules as they are ongoing.

7 **Strategic Objectives** highlight the objectives that are measurable and most closely align with the expected outcome of the CIP investment including, Safety, Security, Reliability/State of Good Repair.

8 **Cost** displays the estimated cost of the investment. The estimated cost of **Programs** displays forecasted investment for the current year, the upcoming six-year period, and the ten-year plan. The estimated cost of **Projects** displays life-to-date costs, forecasted investment for the current year, the upcoming six-year period, the ten-year plan and beyond. **Projects** also include an estimate of the total cost of the project, labeled "**Total Estimated Investment.**"

The list that begins on page 13 are groups of CIP Projects and Programs by investment category. The CIP investment pages that begin on page 18 are in sequential numerical order.

How to Read CIP Investment Page

Station Platform Rehabilitation - Phase 4 (CIP0310)

- 1 **Initiative Type:** Project
Category: Stations and Passenger Facilities
Location: Systemwide
- Mode:** Rail
Program: Platforms & Structures
Federal Participation (all years): Yes

2 Description

This project rehabilitates and repairs platforms and systems at the following Orange Line stations to address potentially unsafe and deteriorating conditions: Minnesota Avenue, Deanwood, Cheverly, Landover, and New Carrollton. Customer experience improvements include slip-resistant tile, improved lighting, upgraded passenger shelters, new passenger information displays, improved public address system, new closed-circuit television system, and renovated bathrooms.



3 Expected Outcome

Upgrades and improves above-ground stations for customer safety and comfort. New platforms and other new/rehabilitated station assets will increase the lifespan of these assets, reducing future maintenance requirements and improving the quality of rail service provided for customers accessing these stations.

7 Strategic Drivers



4 Near Term Deliverables

Metro will begin construction at five stations on the Orange Line (Minnesota Ave. to New Carrollton) during a summer shutdown (approximately Memorial Day 2022 to Labor Day 2022). Work will encompass approximately thirty-six systems that include concrete platform repair, granite edges, paver tile, signage, shelters, station communication systems, fire protection, sprinklers, CCTV security systems, drainage, sewage ejector pumps, painting, and bathrooms. Metro will also begin rehabilitation of the Cheverly Aerial Structure on the Orange Line in Maryland.

5 Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$133.4
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$72.0

8 Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$0.0
FY22 Forecast	\$165.2
Planned Investments	(\$M)
FY23	\$205.4
FY24	\$65.4
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$270.8
10-Year Total (FY23-FY32)	\$436.0
Beyond FY32	\$0.0
Total Estimated Investment	\$601.4

6 Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation	✓										
Implementation and Construction	✓	✓	✓								
Operations Activation	✓	✓									



CIP Investment Pages

Project/Project #	Project Name
Investment Category: Railcar and Railcar Facilities	
Acquisition	
CIP0059	8000-Series Railcars
CIP0256	7000-Series Railcars
CIP8001	D&E Railcar Acquisition
CRB0019_19	Silver Line Phase 1 Railcars
CRB0020_01	Silver Line Phase 2 Railcars
Maintenance Facilities	
CIP0204	Railcar Rooftop Access Platform
CIP0225	Heavy Repair and Overhaul Facility
CIP0279	Railyard Shop Equipment Replacement
CIP0283	Railcar Maintenance Facilities State of Good Repair
CIP0284	Railyard Facility and Site Rehabilitation
CIP8005	D&E Rail Yard Improvements
Maintenance/Overhaul	
CIP0063	Rail Vehicle Scheduled Maintenance Program
CIP0067	Rail Vehicle Safety & Reliability Improvements
CIP0142	Rail Vehicle Preventive Maintenance
CIP8003	D&E Railcar Maintenance/Overhaul
Investment Category: Rail Systems	
Power	
CIP0076	Rail System Power Upgrades
CIP0253	Traction Power State of Good Repair
CIP0286	Power Generator Replacement
CIP8007	D&E Electrical Improvements
CIP8008	Future Traction Power Projects
Signals & Communications	
CIP0136	Radio Infrastructure Replacement
CIP0139_S9	Tunnel Fan Control Panels Replacement
CIP0251	Automatic Train Control State of Good Repair
CIP0257	Emergency Trip Station (ETS) Rehabilitation
CIP0332	Fiber Optic Cable Installation
CIP8010	Future Signals and Communications Improvements



Project/Project #	Project Name
Investment Category: Track and Structures Rehabilitation	
Fixed Rail	
CIP0024	Track Rehabilitation Program
CIP0025	Roadway Equipment and Vehicle Program
CIP0246	General Engineering
CIP0247	Emergency Construction and Emerging Needs Program
CIP8011	D&E Fixed Rail Improvements
Structures	
CIP0262	Tunnel Water Leak Mitigation
CIP0291	Tunnel Ventilation Improvements
CIP0294	Bridge Rehabilitation Program
CIP0348	Structural Rehabilitation - Package A
CIP0349	Yellow Line Tunnel and Bridge Rehabilitation
CIP0356	Tunnel Ventilation Improvements - Red Line Pilot
CIP0370	Structural Rehabilitation – Package B
CIP8013	D&E Track Structures Improvements
CIP8014	Future Track and Structures Improvements
Investment Category: Stations and Passenger Facilities	
Platforms & Structures	
CIP0035	Bicycle and Pedestrian Facility Rehabilitation
CIP0087	Station and Facility Restoration Program
CIP0088	Station Entrance Canopy Installation
CIP0108	Rhode Island Avenue Station Structural Repair
CIP0152	Parking Garage and Surface Lot Rehabilitation
CIP0218	Metrorail Station Improvements
CIP0297	Union Station Improvements
CIP0302	Huntington Station Parking Garage Demolition
CIP0305	Rail Passenger Facility State of Good Repair Program
CIP0308	Station Platform Rehabilitation - Phase 3
CIP0310	Station Platform Rehabilitation - Phase 4
CIP0352	Rail Station Platform Canopy Rehabilitation Program
CIP8015	D&E Rail Station Improvements
CIP8016	Future Platforms & Structures
CRB0013	Potomac Yard Station Construction
CRB0020	Silver Line Phase 2 Construction Support



Project/Project #	Project Name
CRB0127	Purple Line Construction Support
Station Systems	
CIP0145	Facility Security Monitoring Equipment Program
CIP0151	Rail Station Cooling Rehabilitation Program
CIP0219	Rail Station Lighting Improvements
CIP0241	Flood Resiliency Infrastructure Upgrades
CIP0242	Rail System Drainage Rehabilitation Program
CIP0252	Low Voltage Power State of Good Repair
CIP0255	Fare Collection Modernization
CIP0258	Station and Tunnel Fire Alarm Rehabilitation
CIP0272	Digital Display and Wayfinding Improvements
CIP0276	Art in Transit and Station Commercialization Program
CIP0341	Rail System Standpipe Replacement Program
CIP0372	Station Revitalization
CIP8019	D&E Passenger Facility Improvements
Vertical Transportation	
CIP0072	Elevator Rehabilitation Program
CIP0073	Escalator Rehabilitation Program
CIP0132	Escalator and Elevator Overhaul Program
CIP0185	Escalator Replacement
Investment Category: Bus, Bus Facilities and Paratransit	
Acquisition	
CIP0006	Bus Fleet Acquisition Program
CIP0015	MetroAccess Fleet Acquisition
CIP0355	Zero Emission Bus Acquisition and Evaluation
CIP8021	D&E Bus & Paratransit Improvements
CIP8022	Future Bus & Paratransit
Maintenance Facilities	
CIP0311	Bladensburg Bus Garage Replacement
CIP0312	Four Mile Run Bus Garage Rehabilitation
CIP0315	Northern Bus Garage Replacement
CIP8025	D&E Bus Maintenance Facility Improvements
CIP8026	Future Bus Maintenance Facilities
CIP0002	Bus Onboard Location Equipment and Software Program
CIP0004	Bus Maintenance Facility and Equipment State of Good Repair Program



Project/Project #	Project Name
CIP0005	Bus Vehicle Rehabilitation Program
CIP0007	Bus Closed Circuit Television Replacement Program
CIP0143	Bus Vehicle Preventive Maintenance
CIP8024	Future Bus Maintenance Overhaul Project
Passenger Facilities/Systems	
CIP0220	Bus Planning Studies Program
CIP0221	Bus Customer Facility Improvements
CIP0254	Bus Priority Program Development
CIP0266	Historic Bus Loop and Facility Rehabilitation
CIP0275	New Carrollton Garage and Bus Bays
CIP8027	D&E Bus Passenger Facility Improvements
Investment Category: Business & Operations Support	
Information Technology	
CIP0042	Asset Management Software Improvements
CIP0043	Bus and Rail Scheduling and Operations Software Improvements
CIP0056	Rail Service Management Software Improvements
CIP0259	Employee Timekeeping System
CIP0269	Asset Management Software
CIP0330	Information Technology Data Center
CIP0331	Enterprise Resource Planning Software Replacement
CIP0342	Information Technology Hardware State of Good Repair
CIP0354	ePerformance and eCompensation Upgrades
CIP0357	Cybersecurity Legacy Software Improvements
CIP0358	Business Systems State of Good Repair
CIP0359	Enterprise Technology Platforms State of Good Repair
CIP0360	Transit Systems State of Good Repair
CIP0361	Service Oriented Architecture (SOA) Program
CIP0363	Cyber Security
CIP8029	D&E Information Technology Improvements
CIP8030	Future Information Technology Projects
MTPD	
CIP0102	Police District III Substation
CIP0127	Transit Police Support Equipment
CIP8032	Future Metro Transit Police Projects



Project/Project #	Project Name
Support Equipment/Services	
CIP0009	Service Vehicle Acquisition Program
CIP0010	Environmental Compliance Program
CIP0034	Revenue Collection Facility Rehabilitation
CIP0036	Procurement Program Support
CIP0039	System Planning and Development
CIP0099	Joint Development Program Support
CIP0101	Internal Compliance Capital Management Support
CIP0131	Capital Program Financing Support
CIP0150	Support Facility Fire System Rehabilitation
CIP0170	Facility Roof Rehabilitation and Replacement
CIP0197	Support Facility Improvements
CIP0212	Sustainability/Resiliency Program
CIP0213	Capital Program Development Support
CIP0231	Good Luck Road Facility
CIP0270	Capital Delivery Program Support
CIP0273	Support Facility Rehabilitation
CIP0277	Supply Chain Modernization
CIP0324	Capital Program Financial Support
CIP0335	Office Consolidation - District of Columbia
CIP0337	Office Consolidation - Virginia
CIP0338	Office Consolidation - Maryland
CIP0339	Rail Station Emergency Egress Improvements
CIP0347	Accounting Capital Program Support
CIP0371	West Falls Church Development
CIP8033	D&E Support Equipment Improvements
CIP8034	Future Support Equipment Projects
CRB0005	Planning Support for the District of Columbia
CRB0009	Planning Support for Maryland Jurisdictions
CRB0018	Planning Support for Virginia Jurisdictions

Bus Onboard Location Equipment and Software Program (CIP0002)

Initiative Type: Program
Category: Bus, Bus Facilities & Paratransit
Location: Systemwide

Mode: Bus
Program: Maintenance/Overhaul
Federal Participation (all years): Yes

Description

This program supports the design and replacement of automatic vehicle location (AVL) and related equipment on buses. This equipment is vital to bus operations, bus location tracking Global Positioning System (GPS) and bus diagnostics.



Expected Outcome

Increases fleet availability and reliability through on board diagnostics that alert maintenance personnel of defects and failures that can be corrected proactively as measured by the Bus Fleet Reliability performance indicator [FY21 target $\geq 7,000$ miles between failures]. Improves efficiency of revenue service through reliable GPS and route mapping abilities. Enables buses to communicate with Transit Signal Prioritization equipment along service routes.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue replacement of equipment with the goal of concluding the current replacement cycle in FY2024.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.8
Reimbursable	\$0.0
Debt	\$11.0

Investments	(\$M)
FY22 Forecast	\$4.6
Planned Investments	(\$M)
FY23	\$11.7
FY24	\$14.7
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$26.4
10-Year Total (FY23-FY32)	\$26.4
Beyond FY32	\$40.0

Bus Maintenance Facility and Equipment State of Good Repair Program (CIP0004)

Initiative Type: Program
Category: Bus, Bus Facilities & Paratransit
Location: Systemwide

Mode: Bus
Program: Maintenance/Overhaul
Federal Participation (all years): Yes

Description

This program replaces existing equipment past useful life and provides new equipment to support the repair and maintenance of the bus and non-revenue fleets. Additionally, this project supports the construction of minor garage improvements.



Expected Outcome

Maximizes the efficiency of bus maintenance operations to support improved fleet availability as measured by the Bus Fleet Reliability performance indicator [FY21 target $\geq 7,000$ miles between failures].

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Scheduled replacement of bus maintenance equipment including fork lifts, tool box kits, bus diagnostic equipment, and mechanic training equipment.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$4.5
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$5.4
Planned Investments	(\$M)
FY23	\$4.5
FY24	\$4.6
FY25	\$3.2
FY26	\$2.6
FY27	\$2.5
FY28	\$23.5
6-Year Total (FY23-FY28)	\$40.8
10-Year Total (FY23-FY32)	\$93.4
Beyond FY32	TBD

Bus Vehicle Rehabilitation Program (CIP0005)

Initiative Type: Program
Category: Bus, Bus Facilities & Paratransit
Location: Systemwide

Mode: Bus
Program: Maintenance/Overhaul
Federal Participation (all years): Yes

Description

This program provides for the complete rehabilitation of bus mechanical, electrical and structural systems when a bus is approximately 7.5 years of age. Additionally, the program supports the procurement of components to replace those that can no longer be overhauled.



Expected Outcome

Allows Metro to achieve the maximum useful life of a bus which extends the period between bus replacements while minimizing routine maintenance costs. Also, maintains bus reliability and addresses reliable revenue service availability as measured by the Bus Fleet Reliability performance indicator [FY21 target ≥7,000 miles between failures].

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will perform annual scheduled overhaul of approximately 100 buses and 125 engines, and rebuild 150 transmission assemblies. Various other components will be rebuilt to include axles, HVAC units, pro-heat units and steering boxes.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$50.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$26.5
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$73.5
Planned Investments	(\$M)
FY23	\$76.5
FY24	\$78.0
FY25	\$73.8
FY26	\$75.6
FY27	\$77.4
FY28	\$65.4
6-Year Total (FY23-FY28)	\$446.6
10-Year Total (FY23-FY32)	\$728.3
Beyond FY32	TBD

Bus Fleet Acquisition Program (CIP0006)

Initiative Type: Program
Category: Bus, Bus Facilities & Paratransit
Location: Systemwide

Mode: Bus
Program: Acquisition
Federal Participation (all years): Yes

Description

This program acquires and replaces standard 30-foot, 40-foot buses and articulated buses consistent with the Metrobus Fleet Management Plan. It also includes training required to maintain a bus and the purchase of spare parts.



Expected Outcome

Provides customers with reliable and modern buses as measured by the Bus Fleet Reliability performance indicator [FY21 target $\geq 7,000$ miles between failures]. Maintains an average fleet age of approximately 7.5 years.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance the scheduled acquisition of approximately 100 buses annually to replace the oldest and least reliable vehicles. In FY2023, Metro plans to acquire approximately 75 40-foot Clean Diesel buses, and approximately 25 40-foot Compressed Natural Gas (CNG) buses at end of useful life.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$60.1
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$7.3
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$65.3
Planned Investments	(\$M)
FY23	\$67.4
FY24	\$75.5
FY25	\$75.1
FY26	\$75.5
FY27	\$80.0
FY28	\$80.0
6-Year Total (FY23-FY28)	\$453.5
10-Year Total (FY23-FY32)	\$773.5
Beyond FY32	TBD

Bus Closed Circuit Television Replacement Program (CIP0007)

Initiative Type: Program
Category: Bus, Bus Facilities & Paratransit
Location: Systemwide

Mode: Bus
Program: Maintenance/Overhaul
Federal Participation (all years): Yes

Description

This program replaces Metrobus closed circuit television (CCTV) camera systems on-board Metrobus vehicles to maintain a state of good repair on a lifecycle basis.



Expected Outcome

Monitors the interior of buses to deter crime and support the safety of customers and employees as measured by the Metrobus customer injury rate performance indicator [FY21 target of ≤154 injuries], the bus system employee injury rate performance indicator [FY21 target of ≤11.2 per 100 employees], and the rate of crimes against passengers performance indicator [FY21 target of ≤840 crimes]

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance the planned life cycle replacement of CCTV systems for the Metrobus fleet.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$21.0

Investments	(\$M)
FY22 Forecast	\$5.5
Planned Investments	(\$M)
FY23	\$21.0
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$21.0
10-Year Total (FY23-FY32)	\$51.0
Beyond FY32	TBD

Service Vehicle Acquisition Program (CIP0009)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): Yes

Description

This program acquires service and maintenance support vehicles, including police vehicles, primarily to replace vehicles that are past their useful life.



Expected Outcome

Maintains the fleet of service vehicles in a state of good repair and prevents potential safety and reliability problems.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will replace approximately 232 service vehicles, including 15 MTPD service vehicles.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$13.5

Investments	(\$M)
FY22 Forecast	\$12.4
Planned Investments	(\$M)
FY23	\$13.5
FY24	\$6.5
FY25	\$6.5
FY26	\$6.5
FY27	\$6.5
FY28	\$6.5
6-Year Total (FY23-FY28)	\$46.0
10-Year Total (FY23-FY32)	\$72.0
Beyond FY32	TBD

Environmental Compliance Program (CIP0010)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): TBD

Description

This program designs, upgrades and replaces equipment and facilities to mitigate environmental impacts and maintain compliance with environmental regulations and directives from regulatory agencies.



Expected Outcome

Allows Metro operations to continue by protecting the region's natural resources and human health and complying with environmental regulations.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance underground storage tank replacement and complete installation of a ground water remediation system for the New Hampshire Avenue Chiller Plant.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.1
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$7.4

Investments	(\$M)
FY22 Forecast	\$4.6
Planned Investments	(\$M)
FY23	\$7.4
FY24	\$15.4
FY25	\$8.2
FY26	\$6.8
FY27	\$6.1
FY28	\$6.1
6-Year Total (FY23-FY28)	\$50.0
10-Year Total (FY23-FY32)	\$60.4
Beyond FY32	TBD

MetroAccess Fleet Acquisition (CIP0015)

Initiative Type: Program
Category: Bus, Bus Facilities & Paratransit
Location: Systemwide

Mode: Paratransit
Program: Acquisition
Federal Participation (all years): Yes

Description

This program acquires vehicles for the paratransit fleet (MetroAccess), consistent with the MetroAccess fleet plan. Vehicle acquisition includes purchase of vans, minivans and sedans, in addition to making the necessary retrofits to add paratransit equipment and features. This program primarily supports the replacement of paratransit vehicles on a lifecycle basis.



Expected Outcome

Prevents future reliability problems within the fleet as measured by the MetroAccess fleet reliability metric [FY21 target ≥20,000 miles between failure]. Newer vehicles also incorporate updated ADA standards, customer feedback on improvements and improved fuel efficiency.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will purchase 200 vehicles. Metro will monitor and evaluate the performance of these vehicles to inform future decisions on the appropriate mix of vans and sedans.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$3.6
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$14.8

Investments	(\$M)
FY22 Forecast	\$20.2
Planned Investments	(\$M)
FY23	\$18.4
FY24	\$15.9
FY25	\$12.0
FY26	\$15.8
FY27	\$15.8
FY28	\$15.0
6-Year Total (FY23-FY28)	\$93.0
10-Year Total (FY23-FY32)	\$153.0
Beyond FY32	TBD

Track Rehabilitation Program (CIP0024)

Initiative Type: Program
Category: Track and Structures Rehabilitation
Location: Systemwide

Mode: Rail
Program: Fixed Rail
Federal Participation (all years): Yes

Description

This program replaces and rehabilitates the running rail and third rail track infrastructure and components to maintain a state of good repair.



Expected Outcome

Maintains track infrastructure in a state of good repair to prevent potential safety incidents and minimize disruptions to rail service as measured by the Rail Infrastructure Availability performance indicator [FY21 target $\leq 7.9\%$ of track unavailable].

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue the systemwide state of good repair program which includes stabilization and tamping of track, cleaning of the track bed, and replacement or renewal of crossties, fasteners, grout pads, drains, insulators and switches.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$32.7
PRIIA/RSI Grants	\$0.0
System Performance	\$9.4
Dedicated Funding	\$39.2
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$75.8
Planned Investments	(\$M)
FY23	\$81.3
FY24	\$83.9
FY25	\$87.0
FY26	\$89.5
FY27	\$101.4
FY28	\$103.7
6-Year Total (FY23-FY28)	\$546.8
10-Year Total (FY23-FY32)	\$950.1
Beyond FY32	TBD

Roadway Equipment and Vehicle Program (CIP0025)

Initiative Type: Program
Category: Track and Structures Rehabilitation
Location: Systemwide

Mode: Rail
Program: Fixed Rail
Federal Participation (all years): Yes

Description

This program acquires roadway maintenance machines (RMM) used to maintain, repair, construct and inspect track and infrastructure across the system. This program replaces equipment that has reached the end of its useful life and is no longer feasible to maintain.



Expected Outcome

Maximizes productivity of maintenance work through timely replacement of track equipment to address equipment availability, reliability, and fewer work delays due to equipment breakdowns. This state of good repair program supports the efficient use of work time for track outages.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will purchase, inspect and put into service several kinds of track maintenance equipment including prime movers, flat cars, and ballast cars.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$26.3
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$13.0
Planned Investments	(\$M)
FY23	\$26.3
FY24	\$38.7
FY25	\$23.4
FY26	\$14.2
FY27	\$5.0
FY28	\$2.9
6-Year Total (FY23-FY28)	\$110.4
10-Year Total (FY23-FY32)	\$186.1
Beyond FY32	TBD

Revenue Collection Facility Rehabilitation (CIP0034)

Initiative Type: Project
Category: Business & Operations Support
Location: Commonwealth of Virginia

Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): TBD

Description

This project will rehabilitate the revenue collection facility where Metro processes revenue and restore it to a state of good repair.



Expected Outcome

Rehabilitate Metro's facility to maintain efficient and secure revenue collection operations.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue to design facility improvements and begin construction.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$1.7

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$3.6
FY22 Forecast	\$0.0
Planned Investments	(\$M)
FY23	\$1.7
FY24	\$3.7
FY25	\$2.1
FY26	\$3.4
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$10.8
10-Year Total (FY23-FY32)	\$10.8
Beyond FY32	\$0.0
Total Estimated Investment	\$14.5

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation											
Implementation and Construction	✓	✓	✓								
Operations Activation	✓	✓	✓								

Bicycle and Pedestrian Facility Rehabilitation (CIP0035)

Initiative Type: Program
Category: Stations and Passenger Facilities
Location: Systemwide

Mode: Rail
Program: Platforms & Structures
Federal Participation (all years): Yes

Description

This program will improve non-vehicular access to Metrorail stations including: replacing bicycle racks and lockers that have reached the end of their useful life; as well as improving sidewalks and curb designs.



Expected Outcome

Improves the safety and security of customers through updated pedestrian access routes and bicycle storage facilities as measured by the Metrorail customer injury rate performance indicator [FY21 target of ≤177 injuries] and the rate of crimes against passengers performance indicator [FY21 target of ≤840 crimes]. Supports the region's goals of reducing vehicle use by providing additional and updated options to access Metrorail facilities by foot or bicycle.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue replacing existing bike lockers and racks with new automated lockers, covered bike racks, U-shaped racks, scooter corrals, and bike fix-it stations. Metro will also continue planning activities for future pedestrian walkways throughout the system to improve ADA compliance.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.6
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$2.9

Investments	(\$M)
FY22 Forecast	\$2.1
Planned Investments	(\$M)
FY23	\$3.6
FY24	\$1.8
FY25	\$0.8
FY26	\$0.5
FY27	\$1.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$7.6
10-Year Total (FY23-FY32)	\$37.6
Beyond FY32	TBD

Procurement Program Support (CIP0036)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): Yes

Description

Staff support for capital program procurement activity including support for the management and oversight of Metro's Small Business and Disadvantaged Business Enterprise Programs.



Expected Outcome

Addresses Metro compliance with federal and local jurisdictional regulations, including those regarding minority and small business contracting matters, and supports timely procurement of capital program and project contracts.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue to provide support for capital-funded procurements to facilitate compliance in the issuance and management of those contracts.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$13.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$9.5
Planned Investments	(\$M)
FY23	\$13.0
FY24	\$13.0
FY25	\$13.0
FY26	\$13.0
FY27	\$13.0
FY28	\$13.0
6-Year Total (FY23-FY28)	\$78.0
10-Year Total (FY23-FY32)	\$130.0
Beyond FY32	TBD

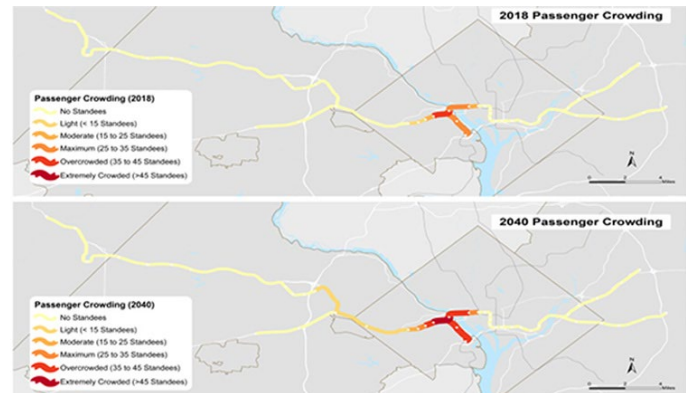
System Planning and Development (CIP0039)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): Yes

Description

This program conducts near-term and long-range planning studies and produces plans for station improvements that improve pedestrian flow, travel time, customer experience, vertical transportation, bus and rail operations, and station access.



Expected Outcome

Allows Metro to continue to improve service to equitably meet customer and regional needs.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance the planning, development and review of proposed improvements systemwide.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$4.2
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$3.6
Planned Investments	(\$M)
FY23	\$4.2
FY24	\$6.2
FY25	\$3.5
FY26	\$2.1
FY27	\$1.7
FY28	\$1.9
6-Year Total (FY23-FY28)	\$19.6
10-Year Total (FY23-FY32)	\$27.1
Beyond FY32	TBD

Asset Management Software Improvements (CIP0042)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: IT
Federal Participation (all years): Yes

Description

This program evaluates Metro's asset management business practices and supports implementation of new software.



Expected Outcome

Allows Metro to better maintain assets due to improved awareness of condition and more efficient tracking of assets throughout their lifecycle from initial procurement to disposal.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue decommissioning the legacy product lifecycle management (PLM) software and transition the functionality to an existing asset management system.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$1.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.2
Planned Investments	(\$M)
FY23	\$1.0
FY24	\$1.3
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$2.3
10-Year Total (FY23-FY32)	\$2.3
Beyond FY32	TBD

Bus and Rail Scheduling and Operations Software Improvements (CIP0043)

Initiative Type: Project
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: IT
Federal Participation (all years): Yes

Description

This project will acquire software for both bus and rail scheduling functions.



Expected Outcome

Increase the flexibility and efficiency of creating revenue service schedules to meet the needs of customers while reducing costs associated with operating and maintaining the system.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance design, development and implementation of the Bus and Rail scheduling system and complete small improvements to the current bus schedule applications.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$5.1
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$12.6
FY22 Forecast	\$2.2
Planned Investments	(\$M)
FY23	\$5.1
FY24	\$5.1
FY25	\$6.3
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$16.4
10-Year Total (FY23-FY32)	\$16.4
Beyond FY32	\$0.0
Total Estimated Investment	\$31.2

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation											
Implementation and Construction	✓	✓	✓	✓							
Operations Activation	✓	✓	✓	✓							

Rail Service Management Software Improvements (CIP0056)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Rail
Program: IT
Federal Participation (all years): Yes

Description

This program will provide software updates and system integration between the Rail Operations Control Center (ROCC) and Passenger Information Display System (PIDS) at each station, ensuring train information is accurate and available to customers.



Expected Outcome

Provides information to Metrorail customers and employees regarding train arrival schedules and service disruptions.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance the upgrade and improvement of communications to Passenger Information Display Systems (PIDS) to include integration of the new Silver Line Phase II stations, the future Potomac Yard Station and the new PIDS displays being installed systemwide.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.4
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$7.4

Investments	(\$M)
FY22 Forecast	\$8.1
Planned Investments	(\$M)
FY23	\$7.8
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$1.0
FY28	\$2.0
6-Year Total (FY23-FY28)	\$10.8
10-Year Total (FY23-FY32)	\$10.8
Beyond FY32	TBD

8000-Series Railcars (CIP0059)

Initiative Type: Project
Category: Railcar and Railcar Facilities
Location: Systemwide

Mode: Rail
Program: Acquisition
Federal Participation (all years): No

Description

This project acquires up to 800 new 8000 series railcars. The initial 360 vehicles replace the 2000 and 3000 series railcars.



Expected Outcome

Acquires new railcars to allow for retirement of the 2000 and 3000 series cars at the end of their 40-year service life. Maintaining the rail fleet in a state of good repair prevents future safety and reliability concerns as measured by the Rail Fleet Reliability performance indicator [FY21 ≥15,000 miles between failure]. In addition, new railcars reduce maintenance needs, and provides improved customer features.

Strategic Drivers



Near Term Deliverables

Metro will continue railcar design and engineering of the 8000 series railcars.

Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$42.8
FY22 Forecast	\$42.9
Planned Investments	(\$M)
FY23	\$47.3
FY24	\$119.9
FY25	\$181.9
FY26	\$180.0
FY27	\$101.3
FY28	\$66.0
6-Year Total (FY23-FY28)	\$696.3
10-Year Total (FY23-FY32)	\$2,016.4
Beyond FY32	\$292.0
Total Estimated Investment	\$2,394.0

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$47.3

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation	✓			✓		✓					
Implementation and Construction	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Operations Activation					✓	✓	✓	✓	✓	✓	✓

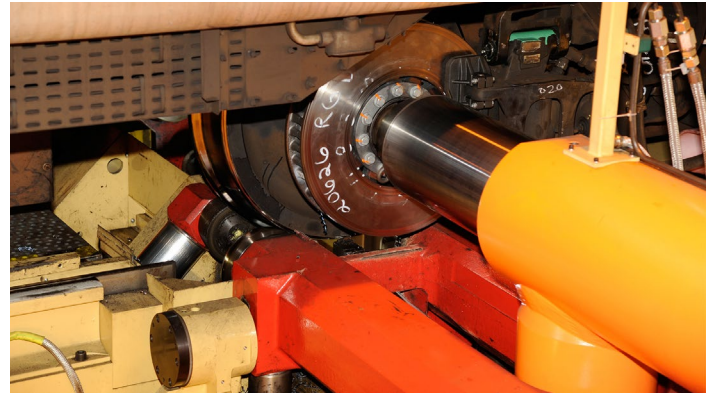
Rail Vehicle Scheduled Maintenance Program (CIP0063)

Initiative Type: Program
Category: Railcar and Railcar Facilities
Location: Systemwide

Mode: Rail
Program: Maintenance/Overhaul
Federal Participation (all years): Yes

Description

This program will support scheduled overhauls of approximately one-fifth of the fleet (225 cars) annually. Major rail vehicle systems overhauled include, but are not limited to, replacement of wheels, brakes, traction motors, propulsion systems, HVAC, couplers and vital relays.



Expected Outcome

Maintains the rail fleet in a state of good repair to prevent future safety and reliability concerns as measured by the Rail Fleet Reliability performance indicator [FY21 $\geq$ 15000 miles between failure] and the Metrorail customer injury rate performance indicator [FY21 target of $\leq$ 177 injuries].

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will overhaul and conduct Scheduled Maintenance Programs (SMP) for 176 Railcars. The scheduled overhaul will include vehicles in the 2000, 3000, 6000 and 7000 Series of cars.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$43.9
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$11.1
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$61.9
Planned Investments	(\$M)
FY23	\$55.0
FY24	\$71.9
FY25	\$71.2
FY26	\$72.6
FY27	\$74.1
FY28	\$73.1
6-Year Total (FY23-FY28)	\$418.0
10-Year Total (FY23-FY32)	\$726.1
Beyond FY32	TBD

Rail Vehicle Safety & Reliability Improvements (CIP0067)

Initiative Type: Program
Category: Railcar and Railcar Facilities
Location: Systemwide

Mode: Rail
Program: Maintenance/Overhaul
Federal Participation (all years): No

Description

This program performs engineering analysis, diagnosis, testing and resolution of safety, maintenance and operational issues for Metro railcars.



Expected Outcome

Improves and maintains the reliability of the railcar fleet as measured by the Rail Fleet Reliability performance indicator [FY21 $\geq 15,000$ miles between failure].

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue to design and implement reliability improvements to the 7000 Series HVAC system while also testing the effectiveness and compatibility of higher MERV-rated filtration systems and possible alternatives on railcar fleet.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$2.8
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$4.0
Planned Investments	(\$M)
FY23	\$2.8
FY24	\$2.2
FY25	\$2.2
FY26	\$2.2
FY27	\$2.2
FY28	\$2.2
6-Year Total (FY23-FY28)	\$13.8
10-Year Total (FY23-FY32)	\$22.6
Beyond FY32	TBD

Elevator Rehabilitation Program (CIP0072)

Initiative Type: Program
Category: Stations and Passenger Facilities
Location: Systemwide

Mode: Rail
Program: Vertical Transportation
Federal Participation (all years): Yes

Description

This program rehabilitates elevators at Metrorail stations across the system including the replacement of internal elevator components and lighting upgrades to maintain a state of good repair.



Expected Outcome

Maintains elevators in a state of good repair to preserve availability as measured by the Elevator Availability key performance indicator [FY21 target ≥97%].

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will rehabilitate approximately fifteen elevator units at various locations around the system.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$12.4
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$7.2
Planned Investments	(\$M)
FY23	\$12.4
FY24	\$8.5
FY25	\$8.5
FY26	\$8.5
FY27	\$8.5
FY28	\$8.5
6-Year Total (FY23-FY28)	\$54.9
10-Year Total (FY23-FY32)	\$88.9
Beyond FY32	TBD

Escalator Rehabilitation Program (CIP0073)

Initiative Type: Program
Category: Stations and Passenger Facilities
Location: Systemwide

Mode: Rail
Program: Vertical Transportation
Federal Participation (all years): Yes

Description

This program rehabilitates escalators at Metrorail stations to maintain a state of good repair.



Expected Outcome

Maintains escalators in a state of good repair to prevent potential safety issues and preserve availability as measured by the Escalator Availability key performance indicator [FY21 target $\geq 92\%$].

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will rehabilitate approximately 24 units systemwide.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$16.0
System Performance	\$0.0
Dedicated Funding	\$1.6
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$20.4
Planned Investments	(\$M)
FY23	\$17.6
FY24	\$22.6
FY25	\$22.4
FY26	\$18.7
FY27	\$14.7
FY28	\$12.9
6-Year Total (FY23-FY28)	\$108.9
10-Year Total (FY23-FY32)	\$160.3
Beyond FY32	TBD

Rail System Power Upgrades (CIP0076)

Initiative Type: Project
Category: Rail Systems
Location: Systemwide

Mode: Rail
Program: Power
Federal Participation (all years): Yes

Description

This project will upgrade and replace electrical infrastructure equipment to improve performance of the rail power system and accommodate additional eight-car trains. Upgrades to the rail power infrastructure include traction power substations, tie breaker stations, cabling, and transformers to both increase system capacity and reliability. Future upgrades on the Red, Yellow, and Green lines will be completed with the needed state of good repair work under CIP0253.



Expected Outcome

Contributes to Metro's ability to operate more eight-car trains in revenue service to increase capacity, reduce crowding, and improve the riding experience for Metrorail customers.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

This project will conclude upgrades on various traction power substations and tie breaker stations included in the Blue Line contract and the Red/Orange/Green contract. All future traction power work efforts will be performed in CIP0253.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$15.9

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$204.5
FY22 Forecast	\$35.3
Planned Investments	(\$M)
FY23	\$15.9
FY24	\$13.1
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$28.9
10-Year Total (FY23-FY32)	\$28.9
Beyond FY32	\$0.0
Total Estimated Investment	\$268.7

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation											
Implementation and Construction	✓	✓	✓								
Operations Activation	✓	✓	✓								

Station and Facility Restoration Program (CIP0087)

Initiative Type: Program
Category: Stations and Passenger Facilities
Location: Systemwide

Mode: Rail
Program: Platforms & Structures
Federal Participation (all years): Yes

Description

This program consists of evaluation of station condition, replacement of worn materials and fixtures, thorough cleaning and power washing of concrete and architectural features and the rehabilitation of restrooms and breakrooms. Each Metrorail station is scheduled for restoration approximately every four years.



Expected Outcome

Provides customers and employees with a safe, clean and well-maintained environment.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will provide station restoration for a minimum of 12 stations which will include concrete cleaning, masonry work, painting, and station signage. Restoration of locker rooms is also expected to begin in FY2023.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$3.1
Reimbursable	\$0.0
Debt	\$11.8

Investments	(\$M)
FY22 Forecast	\$13.0
Planned Investments	(\$M)
FY23	\$14.9
FY24	\$19.7
FY25	\$17.6
FY26	\$17.8
FY27	\$18.1
FY28	\$12.6
6-Year Total (FY23-FY28)	\$100.7
10-Year Total (FY23-FY32)	\$153.6
Beyond FY32	TBD

Station Entrance Canopy Installation (CIP0088)

Initiative Type: Project
Category: Stations and Passenger Facilities
Location: Systemwide

Mode: Rail
Program: Platforms & Structures
Federal Participation (all years): Yes

Description

This project installs new station entrance canopies over entry escalators and stairways.



Expected Outcome

Improves the reliability and useful life of escalators by protecting escalators and stairways from exposure to weather as measured by the Escalator Availability key performance indicator [FY21 target $\geq 92\%$]. Provides additional coverage for customers as they enter and exit the station.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue Phase 4 construction of station entrance canopies at selected stations, including Judiciary Square, Arlington Cemetery, Smithsonian, U Street, and Archives/Navy Memorial.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.2
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$7.2

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$39.6
FY22 Forecast	\$5.6
Planned Investments	(\$M)
FY23	\$7.4
FY24	\$12.1
FY25	\$13.0
FY26	\$7.6
FY27	\$0.0
FY28	\$0.8
6-Year Total (FY23-FY28)	\$40.9
10-Year Total (FY23-FY32)	\$43.9
Beyond FY32	\$0.0
Total Estimated Investment	\$89.1

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation											
Implementation and Construction	✓	✓	✓				✓	✓	✓	✓	✓
Operations Activation	✓	✓	✓	✓							

Joint Development Program Support (CIP0099)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): Yes

Description

This program supports the technical, legal, real estate advisory, and related services to support joint development planning and execution.



Expected Outcome

Allows Metro to perform appropriate due diligence and accelerates the process to support joint development near stations, increase ridership and economic development.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue to assess market readiness, infrastructure needs, and development capacity in order to align adjacent land development and jurisdictional interests.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$2.5
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$1.7
Planned Investments	(\$M)
FY23	\$2.5
FY24	\$1.7
FY25	\$1.7
FY26	\$1.7
FY27	\$1.7
FY28	\$1.7
6-Year Total (FY23-FY28)	\$11.0
10-Year Total (FY23-FY32)	\$17.8
Beyond FY32	TBD

Internal Compliance Capital Management Support (CIP0101)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): Yes

Description

This program supports the performance of internal audits and oversight of the capital program.



Expected Outcome

Allows Metro's capital program to be executed with strong organizational governance, internal controls and effective risk management.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will perform audits of various capital project and business processes related to the delivery of capital programs and projects.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$1.7
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$1.4
Planned Investments	(\$M)
FY23	\$1.7
FY24	\$1.2
FY25	\$1.2
FY26	\$1.2
FY27	\$1.2
FY28	\$1.2
6-Year Total (FY23-FY28)	\$7.7
10-Year Total (FY23-FY32)	\$12.5
Beyond FY32	TBD

Police District III Substation (CIP0102)

Initiative Type: Project
Category: Business & Operations Support
Location: Maryland

Mode: Systemwide
Program: MTPD
Federal Participation (all years): No

Description

This project provides a permanent and dedicated transit police substation by renovating a former child care facility at Morgan Boulevard Station to serve as a police substation with administrative office workspace, locker rooms, a break room, gym, interview rooms, and other workspaces.



Expected Outcome

Improves the distribution of police personnel to strengthen customer safety and security through reduced response times to police calls as measured by the Metrorail customer injury rate performance indicator [FY21 target of ≤177 customer injuries], the Metrobus customer injury rate performance indicator [FY21 target of ≤154 customer injuries] and the rate of crimes against passengers performance indicator [FY21 target of ≤840 crimes].

Near Term Deliverables

Metro will complete construction of a new police substation at the Morgan Boulevard Station in Maryland.

Strategic Drivers



Safety



Security



Reliability/SGR

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$1.6

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$1.1
FY22 Forecast	\$4.6
Planned Investments	(\$M)
FY23	\$1.6
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$1.6
10-Year Total (FY23-FY32)	\$1.6
Beyond FY32	\$0.0
Total Estimated Investment	\$7.4

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation											
Implementation and Construction	✓										
Operations Activation	✓										

Rhode Island Avenue Station Structural Repair (CIP0108)

Initiative Type: Project
Category: Stations and Passenger Facilities
Location: District of Columbia

Mode: Rail
Program: Platforms & Structures
Federal Participation (all years): TBD

Description

This project will rehabilitate structural components and mechanical systems at the Rhode Island Avenue Station, including the platform structure, station canopy, and life-safety systems.



Expected Outcome

Brings the Rhode Island Avenue Station structural components into a state of good repair and addresses known defects to prevent potential safety and reliability concerns as measured by the Metrorail customer injury rate performance indicator [FY21 target of ≤177 injuries] and the Metrorail customer on-time performance indicator [FY21 target ≥88% on-time].

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

No planned deliverables in FY2023. The next phase of improvements is scheduled to begin in FY2027 and will address all station systems and customer improvements.

Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$19.7
FY22 Forecast	\$0.0
Planned Investments	(\$M)
FY23	\$0.0
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$1.0
FY28	\$9.0
6-Year Total (FY23-FY28)	\$10.0
10-Year Total (FY23-FY32)	\$10.0
Beyond FY32	\$0.0
Total Estimated Investment	\$29.7

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation						✓					
Implementation and Construction							✓				
Operations Activation							✓				

Transit Police Support Equipment (CIP0127)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: MTPD
Federal Participation (all years): Yes

Description

This program will provide acquisition and lifecycle replacement of various support equipment for the Metro Transit Police Department (MTPD).



Expected Outcome

Supports the security of Metro's passengers and employees by equipping MTPD.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue acquisition and lifecycle replacement of support equipment for MTPD.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$1.2
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.5
Planned Investments	(\$M)
FY23	\$1.2
FY24	\$0.8
FY25	\$1.2
FY26	\$2.7
FY27	\$0.7
FY28	\$0.3
6-Year Total (FY23-FY28)	\$6.8
10-Year Total (FY23-FY32)	\$9.6
Beyond FY32	TBD

Capital Program Financing Support (CIP0131)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Description

This program funds the availability fees and interest expense for Metro's short-term line of credit used for capital program expenditures.



Expected Outcome

Provides Metro access to borrowing to fund the capital program.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue to fund the lines of credit and interim financing costs necessary to finance capital program cash flow needs.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.6
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.6
Planned Investments	(\$M)
FY23	\$0.6
FY24	\$2.0
FY25	\$2.0
FY26	\$2.0
FY27	\$2.0
FY28	\$2.0
6-Year Total (FY23-FY28)	\$10.6
10-Year Total (FY23-FY32)	\$18.6
Beyond FY32	TBD

Escalator and Elevator Overhaul Program (CIP0132)

Initiative Type: Program
Category: Stations and Passenger Facilities
Location: Systemwide

Mode: Rail
Program: Vertical Transportation
Federal Participation (all years): Yes

Description

This program rehabilitates or replaces escalator and elevator components based on condition and asset management criteria.



Expected Outcome

Maintains elevators and escalators in a state of good repair to preserve availability as measured by the Elevator Availability key performance indicator [FY21 target $\geq 97\%$] and the Escalator Availability key performance indicator [FY21 target $\geq 92\%$].

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will repair and replace escalator and elevator components including speed reducer motors, and rack and axle units; refurbish gearboxes, brake board and escalator steps. Additionally, Metro will advance the production of 10,000 replacement escalators steps.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$11.6
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$11.5
Planned Investments	(\$M)
FY23	\$11.6
FY24	\$6.6
FY25	\$6.6
FY26	\$6.6
FY27	\$6.6
FY28	\$6.6
6-Year Total (FY23-FY28)	\$44.8
10-Year Total (FY23-FY32)	\$71.3
Beyond FY32	TBD

Radio Infrastructure Replacement (CIP0136)

Initiative Type: Project
Category: Rail Systems
Location: Systemwide

Mode: Rail
Program: Signals & Communications
Federal Participation (all years): Yes

Description

This project replaces Metro's existing radio system operating in the 450-490 MHz frequency band with a new system operating in the 700 MHz band, as required by the Federal Communications Commission (FCC). In addition, wireless signal communications will be installed throughout the tunnel system allowing customers to utilize wireless service while underground.



Expected Outcome

Improves Metro's ability to communicate with first responders in the surrounding jurisdictions efficiently. Increases internal efficiency by enabling employees to communicate with the Operations Control Center and management seamlessly throughout the system. Also, provides wireless coverage throughout the underground portions of Metrorail, which improves the customer's riding experience and makes Metrorail a more attractive option.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue the installation of the new radio system, take delivery of additional handheld radio and subscriber units, and install the remaining Metro box enclosures that support the Distributed Antenna System (DAS) to cover Metro's above and underground system for both radio and wireless use.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$18.8
System Performance	\$0.0
Dedicated Funding	\$1.6
Reimbursable	\$0.0
Debt	\$14.7

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$307.1
FY22 Forecast	\$46.8
Planned Investments	(\$M)
FY23	\$35.0
FY24	\$56.5
FY25	\$0.3
FY26	\$0.3
FY27	\$0.3
FY28	\$0.0
6-Year Total (FY23-FY28)	\$92.6
10-Year Total (FY23-FY32)	\$92.6
Beyond FY32	\$0.0
Total Estimated Investment	\$446.4
Total Est. Investment Change from Prior	\$-157.6
Primary Reason: Part of scope moved to CIP0332.	

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation											
Implementation and Construction	✓	✓	✓	✓	✓	✓					
Operations Activation	✓	✓	✓								

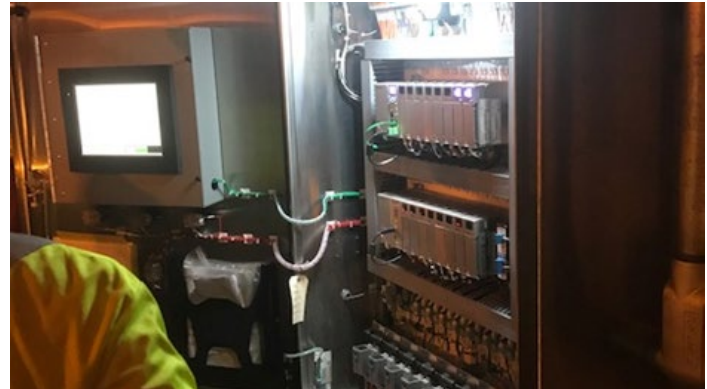
Tunnel Fan Control Panels Replacement (CIP0139_S9)

Initiative Type: Project
Category: Rail Systems
Location: Systemwide

Mode: Rail
Program: Signals & Communications
Federal Participation (all years): Yes

Description

This project replaces the existing Tunnel Ventilation Control System Programmable Logic Controls (PLC) and supportive electric infrastructure as needed in tunnel vent shafts with modern equipment that meets current safety standards and requirements as recommended by the National Transportation Safety Board (NTSB).



Expected Outcome

Protects Metro passengers and employees from smoke and other airborne risk by ensuring the reliability and correct functionality of tunnel vent shafts and infrastructure.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Complete the replacement of pneumatic control boxes at two remaining locations in the tunnel ventilation system with Programmable Logic Controls (PLC).

Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$0.0
FY22 Forecast	\$0.2
Planned Investments	(\$M)
FY23	\$1.8
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$1.8
10-Year Total (FY23-FY32)	\$1.8
Beyond FY32	\$0.0
Total Estimated Investment	\$2.0

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$1.8

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation											
Implementation and Construction	✓	✓									
Operations Activation	✓	✓									

Rail Vehicle Preventive Maintenance (CIP0142)

Initiative Type: Program
Category: Railcar and Railcar Facilities
Location: Systemwide

Mode: Rail
Program: Maintenance/Overhaul
Federal Participation (all years): Yes

Description

This program supports a portion of the annual preventive maintenance activities of the railcar fleet. The balance of activity is charged to Metro's operating budget.



Expected Outcome

Allows railcars to receive necessary preventive maintenance to maintain the fleet in a state of good repair as measured by the Rail Fleet Reliability performance indicator [FY21 $\geq 15,000$ miles between failure].

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue to perform routine inspections and scheduled maintenance on railcars.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$59.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$59.0
Planned Investments	(\$M)
FY23	\$59.0
FY24	\$59.0
FY25	\$59.0
FY26	\$59.0
FY27	\$59.0
FY28	\$59.0
6-Year Total (FY23-FY28)	\$354.0
10-Year Total (FY23-FY32)	\$590.0
Beyond FY32	TBD

Bus Vehicle Preventive Maintenance (CIP0143)

Initiative Type: Program
Category: Bus, Bus Facilities & Paratransit
Location: Systemwide

Mode: Bus
Program: Maintenance/Overhaul
Federal Participation (all years): Yes

Description

This program supports a portion of the annual preventive maintenance activities of the Metrobus fleet. The balance of activity is charged to Metro's operating budget.



Expected Outcome

Allows the bus fleet to receive necessary preventive maintenance to maintain the fleet in a state of good repair as measured by the Bus Fleet Reliability performance indicator [FY21 target $\geq 7,000$ miles between failures].

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue to perform routine inspections and scheduled maintenance on buses.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$1.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$1.0
Planned Investments	(\$M)
FY23	\$1.0
FY24	\$1.0
FY25	\$1.0
FY26	\$1.0
FY27	\$1.0
FY28	\$1.0
6-Year Total (FY23-FY28)	\$6.0
10-Year Total (FY23-FY32)	\$19.0
Beyond FY32	TBD

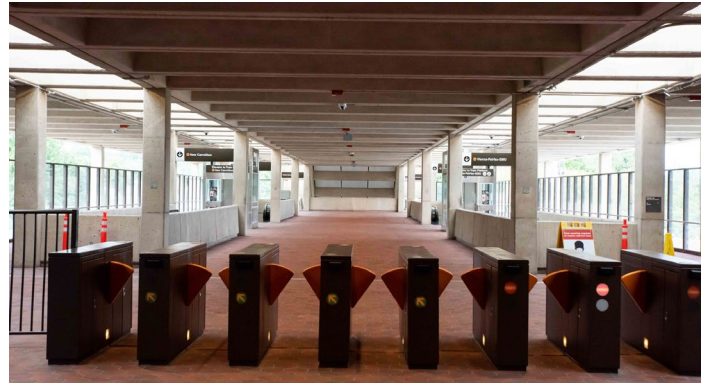
Facility Security Monitoring Equipment Program (CIP0145)

Initiative Type: Program
Category: Stations and Passenger Facilities
Location: Systemwide

Mode: Systemwide
Program: Station Systems
Federal Participation (all years): No

Description

This program will provide for the hardening and improvement of security at various rail yards, stations, and facilities by installing closed circuit television (CCTV) surveillance, public address systems, intercoms and additional security measures.



Expected Outcome

Addresses the safety and security of customers and employees through monitoring of the interior and exterior of stations and facilities as measured by the Metrorail customer injury rate performance indicator [FY21 target of ≤ 1.40 injuries per million passengers] and the rate of crimes against passengers performance indicator [FY21 target of ≤ 5.3 crimes per million passengers or fewer]. Monitoring deters crime, enables clear communication of public safety notices in rail stations and supports proper functioning of devices used to request assistance.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro plans to advance the replacement and upgrade of Life Safety and Security systems at various stations, bus transit centers, parking facilities, rail yards, and warehouses. These modernization upgrades can include expanded CCTV coverage, intrusion detection and access control systems, new intercoms and communication equipment, and the infrastructure needed to support this equipment.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$7.6
Reimbursable	\$0.0
Debt	\$8.0

Investments	(\$M)
FY22 Forecast	\$10.1
Planned Investments	(\$M)
FY23	\$15.6
FY24	\$17.1
FY25	\$29.7
FY26	\$46.5
FY27	\$27.5
FY28	\$32.2
6-Year Total (FY23-FY28)	\$168.6
10-Year Total (FY23-FY32)	\$202.3
Beyond FY32	TBD

Support Facility Fire System Rehabilitation (CIP0150)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Rail
Program: Support Equipment/Services
Federal Participation (all years): Yes

Description

This project upgrades fire alarm and electronic security systems at support facilities including bus garages, railyards, and administrative buildings.



Expected Outcome

Improves compliance with National Fire Protection Association (NFPA) standards, which will improve the safety of Metro employees, help safeguard Metro assets, and maintain current fire alarm systems in a state of good repair.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will upgrade fire alarms and security systems at support facilities.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$6.4
System Performance	\$0.0
Dedicated Funding	\$4.2
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$1.2
Planned Investments	(\$M)
FY23	\$10.5
FY24	\$2.4
FY25	\$3.0
FY26	\$1.5
FY27	\$3.0
FY28	\$1.1
6-Year Total (FY23-FY28)	\$21.5
10-Year Total (FY23-FY32)	\$31.1
Beyond FY32	\$28.0

Rail Station Cooling Rehabilitation Program (CIP0151)

Initiative Type: Program
Category: Stations and Passenger Facilities
Location: Systemwide

Mode: Rail
Program: Station Systems
Federal Participation (all years): Yes

Description

This program rehabilitates and replaces station cooling system components including, but not limited to, chiller plants, cooling towers, water piping, ventilation systems, air handling units, and ductwork. During the warmer months of the calendar year, Metro operates equipment to cool and circulate the ambient air in parts of the station.



Expected Outcome

Supports customer and employee comfort during hot days.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance rehabilitation of chiller plants and piping throughout the system.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$8.6
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$1.2
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$5.3
Planned Investments	(\$M)
FY23	\$9.8
FY24	\$0.5
FY25	\$0.5
FY26	\$0.1
FY27	\$5.0
FY28	\$5.0
6-Year Total (FY23-FY28)	\$21.0
10-Year Total (FY23-FY32)	\$21.0
Beyond FY32	\$75.0

Parking Garage and Surface Lot Rehabilitation (CIP0152)

Initiative Type: Program
Category: Stations and Passenger Facilities
Location: Systemwide

Mode: Rail
Program: Platforms & Structures
Federal Participation (all years): Yes

Description

This program will rehabilitate parking facilities including garages and surface lots.



Expected Outcome

Allows parking facilities to be maintained in a state of good repair to prevent property damage, improve the customer experience, improve customer safety as measured by the Metrorail customer injury rate performance indicator [FY21 target of ≤177 injuries]..

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance necessary maintenance activities to allow parking assets to achieve their intended useful life. Additionally, Metro will progress the rehabilitation of parking facilities at Addison Road, Huntington (East), Wheaton, Anacostia, and New Carrollton.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$7.6
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$6.0

Investments	(\$M)
FY22 Forecast	\$13.2
Planned Investments	(\$M)
FY23	\$13.5
FY24	\$26.3
FY25	\$18.5
FY26	\$18.5
FY27	\$11.5
FY28	\$9.5
6-Year Total (FY23-FY28)	\$97.9
10-Year Total (FY23-FY32)	\$166.9
Beyond FY32	TBD

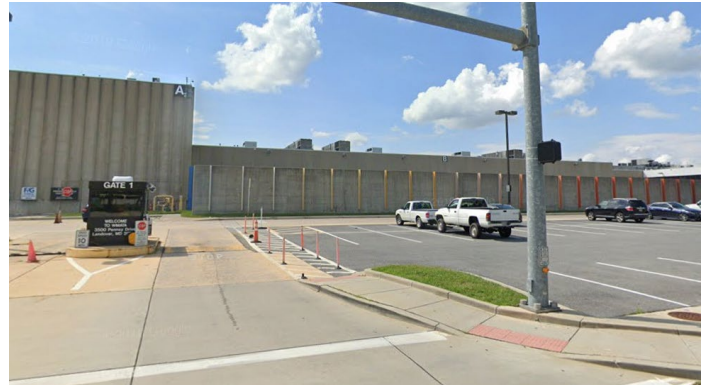
Facility Roof Rehabilitation and Replacement (CIP0170)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): Yes

Description

This program supports facility roof rehabilitation and replacement including the preparation of assessment reports, sampling, removal, and installation of new roofing systems. Metro has over 600 locations that need to be maintained in a state of good repair.



Expected Outcome

Addresses the protection of critical infrastructure, systems, and contents of Metro's buildings and helps prevent potential safety issues.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance roof replacements at Carmen Turner, New Carrollton Rail Yard, Greenbelt Rail Yard and various traction power substations and tie breaker stations.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$10.3
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$1.8
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$8.3
Planned Investments	(\$M)
FY23	\$12.1
FY24	\$8.9
FY25	\$6.8
FY26	\$7.0
FY27	\$6.0
FY28	\$6.0
6-Year Total (FY23-FY28)	\$46.9
10-Year Total (FY23-FY32)	\$70.9
Beyond FY32	TBD

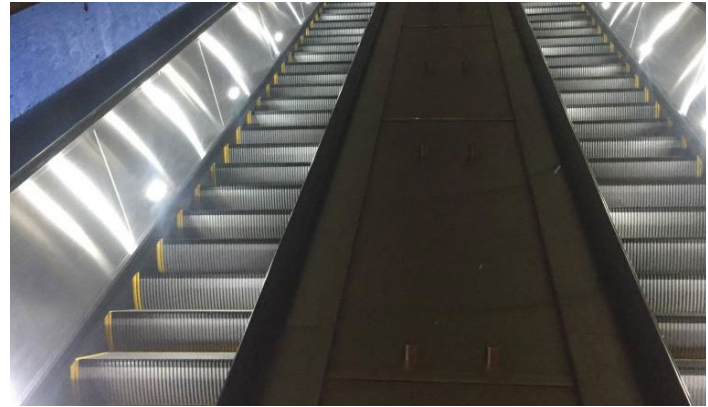
Escalator Replacement (CIP0185)

Initiative Type: Program
Category: Stations and Passenger Facilities
Location: Systemwide

Mode: Rail
Program: Vertical Transportation
Federal Participation (all years): Yes

Description

This program replaces escalators that have reached the end of their useful life.



Expected Outcome

Maintains escalators in a state of good repair to prevent potential safety issues and preserve availability as measured by the Escalator Availability key performance indicator [FY21 target $\geq 92\%$]. In addition, modernized units are as much as 30% more energy efficient than the old units.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will replace approximately 24 of the oldest and poorest performing escalator units in the system.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$18.5
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$16.8
Planned Investments	(\$M)
FY23	\$18.5
FY24	\$33.7
FY25	\$40.4
FY26	\$30.4
FY27	\$46.7
FY28	\$30.2
6-Year Total (FY23-FY28)	\$200.0
10-Year Total (FY23-FY32)	\$340.0
Beyond FY32	TBD

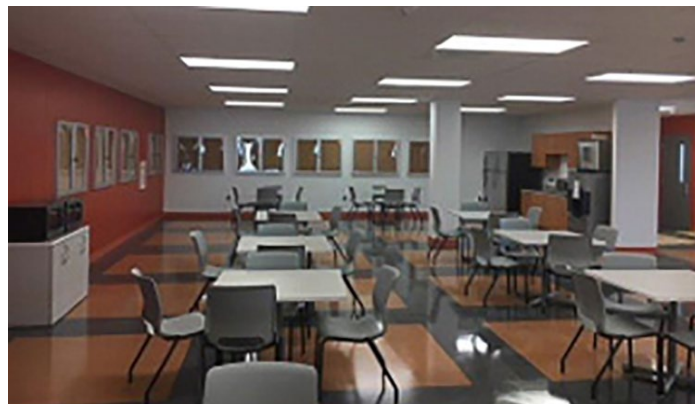
Support Facility Improvements (CIP0197)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): TBD

Description

This program will provide for the rehabilitation of support facilities to maintain them in a state of good repair.



Expected Outcome

Improves the productivity and satisfaction of Metro employees and improves Metro's ability to recruit and maintain workforce by providing safer and more modern facilities and worker amenities.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will develop project implementation schedules for renovation of employee breakrooms at bus garages and railyards throughout the system. Locations will be identified once the plans are completed.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$7.4
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$2.5
Planned Investments	(\$M)
FY23	\$7.4
FY24	\$2.0
FY25	\$4.3
FY26	\$4.0
FY27	\$3.0
FY28	\$2.9
6-Year Total (FY23-FY28)	\$23.6
10-Year Total (FY23-FY32)	\$23.6
Beyond FY32	TBD

Railcar Rooftop Access Platform (CIP0204)

Initiative Type: Project
Category: Railcar and Railcar Facilities
Location: Systemwide

Mode: Rail
Program: Maintenance Facilities
Federal Participation (all years): TBD

Description

This project installs railcar rooftop access platforms at Alexandria, Brentwood, Shady Grove, Branch Avenue and Greenbelt railyards to allow safe and efficient maintenance of HVAC units on railcars.



Expected Outcome

Provides safe access to the rooftop HVAC units on railcars for maintenance personnel.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Complete close-out of the project and any final payments for the railcar rooftop access platforms.

Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$11.8
FY22 Forecast	\$3.4
Planned Investments	(\$M)
FY23	\$0.0
FY24	\$2.6
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$2.6
10-Year Total (FY23-FY32)	\$2.6
Beyond FY32	\$0.0
Total Estimated Investment	\$17.7

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation	✓										
Implementation and Construction	✓										
Operations Activation	✓	✓	✓								

Sustainability/Resiliency Program (CIP0212)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Description

This program develops and advances policies, programs and partnerships in support of Metro's Sustainability Vision and Principles including addressing the impact of climate change. The program includes testing and evaluating new technology and processes for suitability and performance across Metro operations. Once developed, these technologies and processes can be rolled out fully across Metro as part of wider capital investments or operational improvements. Projects typically focus on methods to reduce waste, decrease consumption of energy and water, and assess resilience against environmental factors.



Expected Outcome

Identifies and advances innovative investments and process improvements to reduce waste and energy consumption, improve environmental stewardship, increase Metro's resiliency, and contribute to equity and improved quality of life in the region.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Continue to support high value sustainability projects such as solar carports and electrification efforts, and the development of an agency-wide Sustainability Action Plan. Metro will continue making improvements to the waste management and recycling processes throughout the system.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$3.2
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$4.0
Planned Investments	(\$M)
FY23	\$3.2
FY24	\$4.7
FY25	\$4.6
FY26	\$4.6
FY27	\$4.6
FY28	\$4.6
6-Year Total (FY23-FY28)	\$26.3
10-Year Total (FY23-FY32)	\$40.7
Beyond FY32	TBD

Capital Program Development Support (CIP0213)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Description

This program supports resources necessary to perform capital program development, monitoring, reporting, and strategic planning.



Expected Outcome

Improves Metro's ability to plan, evaluate, prioritize, and report on its extensive capital improvement program.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Support Metro's development of capital planning, programming, and transit asset management functions.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$21.6
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$21.4
Planned Investments	(\$M)
FY23	\$21.6
FY24	\$20.4
FY25	\$18.3
FY26	\$16.4
FY27	\$19.3
FY28	\$19.7
6-Year Total (FY23-FY28)	\$115.7
10-Year Total (FY23-FY32)	\$198.8
Beyond FY32	TBD

Metrorail Station Improvements (CIP0218)

Initiative Type: Program
Category: Stations and Passenger Facilities
Location: Systemwide

Mode: Rail
Program: Platforms & Structures
Federal Participation (all years): No

Description

This program supports rehabilitation of station components throughout the system including shaft repairs, entry gates, flooring, and other components and amenities.



Expected Outcome

Improves safety and customer experience by modernizing and maintaining Metrorail station infrastructure and systems in a state of good repair as measured by the Metrorail customer injury rate performance indicator [FY21 target of ≤177 injuries]. Prevents crime and increases the security of employees and customers by ensuring station entry gates are functional.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

The program will replace and upgrade elements within rail stations such as passenger information displays, gates, flooring, station lighting, security, and other amenities.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$1.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.4
Planned Investments	(\$M)
FY23	\$1.0
FY24	\$6.1
FY25	\$5.1
FY26	\$10.2
FY27	\$10.8
FY28	\$0.0
6-Year Total (FY23-FY28)	\$33.1
10-Year Total (FY23-FY32)	\$81.3
Beyond FY32	TBD

Rail Station Lighting Improvements (CIP0219)

Initiative Type: Program
Category: Stations and Passenger Facilities
Location: Systemwide

Mode: Rail
Program: Station Systems
Federal Participation (all years): Yes

Description

This program improves the lighting and illumination levels within rail stations, including mezzanines, lower level platforms and track beds of Metrorail stations. In addition, exterior lighting as customers access the stations including station pathways and bus loops, are also replaced through this program.



Expected Outcome

Provides lighting to improve customer and employee safety and security as measured by the Metrorail customer injury rate performance indicator [FY21 target of ≤177 injuries], and the rate of crimes against passengers performance indicator [FY21 target of ≤840 crimes]. In addition, newer lights are more efficient and reduce Metro's energy consumption.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue upgrades to station platform edge lights, above ground station lighting, and station ancillary service room lights. Start planning and begin upgrades to exterior lighting conditions outside of various stations to include common areas, pathways and parking lots in the six-year period.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$9.5
Reimbursable	\$0.0
Debt	\$9.6

Investments	(\$M)
FY22 Forecast	\$11.6
Planned Investments	(\$M)
FY23	\$19.1
FY24	\$30.0
FY25	\$47.7
FY26	\$38.3
FY27	\$33.4
FY28	\$5.4
6-Year Total (FY23-FY28)	\$173.9
10-Year Total (FY23-FY32)	\$173.9
Beyond FY32	TBD

Bus Planning Studies Program (CIP0220)

Initiative Type: Program
Category: Bus, Bus Facilities & Paratransit
Location: Systemwide

Mode: Bus
Program: Passenger Facilities/Systems
Federal Participation (all years): No

Description

This program advances Metrobus planning studies necessary to sustain the network of services and facilities. Efforts focus on service plans, customer information, facilities management, bus stop accessibility, transit operations, traffic management and service delivery.



Expected Outcome

Optimizes bus service levels and delivery by Metro and other bus services across the region.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance bus planning studies evaluating integrating systems, services and facilities.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$1.2
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$1.2
Planned Investments	(\$M)
FY23	\$1.2
FY24	\$1.3
FY25	\$1.0
FY26	\$1.3
FY27	\$1.3
FY28	\$1.3
6-Year Total (FY23-FY28)	\$7.2
10-Year Total (FY23-FY32)	\$12.2
Beyond FY32	\$2.0

Bus Customer Facility Improvements (CIP0221)

Initiative Type: Program
Category: Bus, Bus Facilities & Paratransit
Location: Systemwide

Mode: Bus
Program: Passenger Facilities/Systems
Federal Participation (all years): Yes

Description

This program upgrades Metrobus facilities and amenities to achieve and maintain a state of good repair and improve delivery of customer information.



Expected Outcome

Provides more comfortable bus shelters and improves compliance with ADA guidelines. Improves customer communication and information through proper signage, maps and schedules for riders to clearly see bus stops and bus route timetables resulting in improved bus customer satisfaction.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will replace bus shelters in service beyond their useful life, replace paper signage, and make bus stop infrastructure improvements (route/sign poles, bus stop decals, wayfinding signage). Additionally, Customer Electronic Information Displays will also be replaced.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$6.3
Reimbursable	\$0.0
Debt	\$18.0

Investments	(\$M)
FY22 Forecast	\$9.8
Planned Investments	(\$M)
FY23	\$24.3
FY24	\$9.9
FY25	\$11.5
FY26	\$4.9
FY27	\$4.0
FY28	\$10.9
6-Year Total (FY23-FY28)	\$65.4
10-Year Total (FY23-FY32)	\$89.5
Beyond FY32	TBD

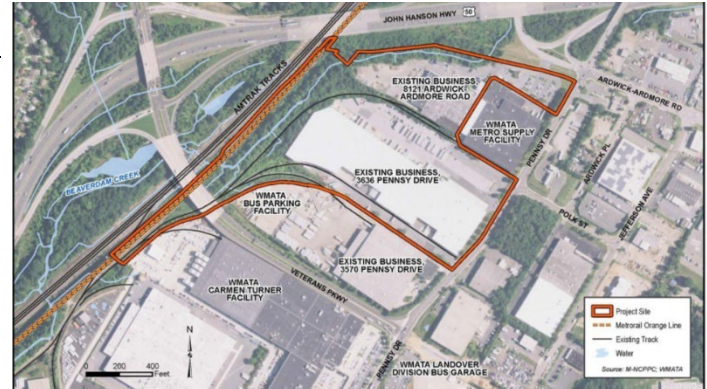
Heavy Repair and Overhaul Facility (CIP0225)

Initiative Type: Project
Category: Railcar and Railcar Facilities
Location: Maryland

Mode: Rail
Program: Maintenance Facilities
Federal Participation (all years): Yes

Description

This project constructs a new Heavy Repair and Overhaul (HRO) Facility in Landover, MD. This will consolidate railcar overhaul functions into a dedicated facility. Currently, railcar rehabilitation and overhaul functions are split between Brentwood and Greenbelt Rail Yards.



Expected Outcome

Improves the efficiency of railcar maintenance by consolidating overhaul operations into one facility. Also provides workers with a modern facility and shop equipment.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will begin construction of the new HRO facility. Construction activities will include foundational work, storm water and sewer infrastructure, track infrastructure, base building and core, and exterior enclosure.

Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$73.1
FY22 Forecast	\$44.0
Planned Investments	(\$M)
FY23	\$69.8
FY24	\$126.6
FY25	\$91.6
FY26	\$62.1
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$350.0
10-Year Total (FY23-FY32)	\$350.0
Beyond FY32	\$0.0
Total Estimated Investment	\$467.0
Total Est. Investment Change from Prior	\$-248.5
Primary Reason: Part of scope moved to CIP0284.	

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$32.3
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$37.5

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation	✓	✓	✓								
Implementation and Construction	✓	✓	✓	✓							
Operations Activation				✓							

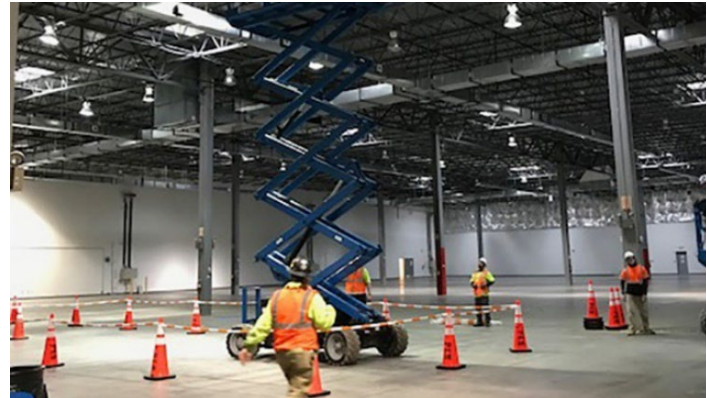
Good Luck Road Facility (CIP0231)

Initiative Type: Project
Category: Business & Operations Support
Location: Maryland

Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Description

This project builds out the Good Luck Road facility, a support facility for printing, maintenance functions, and storage.



Expected Outcome

Increase workforce productivity and manage operating cost by consolidating multiple leased warehouse and other facilities into a Metro owned facility.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will complete air handler equipment design and begin procurement process.

Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$26.0
FY22 Forecast	\$2.7
Planned Investments	(\$M)
FY23	\$2.2
FY24	\$3.0
FY25	\$4.0
FY26	\$3.3
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$12.5
10-Year Total (FY23-FY32)	\$12.5
Beyond FY32	\$0.0
Total Estimated Investment	\$41.1

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$2.2
Reimbursable	\$0.0
Debt	\$0.0

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation											
Implementation and Construction	✓	✓	✓	✓	✓						
Operations Activation	✓			✓	✓						

Flood Resiliency Infrastructure Upgrades (CIP0241)

Initiative Type: Project
Category: Stations and Passenger Facilities
Location: Systemwide

Mode: Rail
Program: Station Systems
Federal Participation (all years): TBD

Description

Since the opening of the first Metro line over 40 years ago, changes in local development, aging of the system, updates in design guidelines and criteria, and the effects of extreme weather events have led to flooding vulnerabilities in the system. This project will assess and construct mitigations to protect stations from flood waters entering into the rail system.



Expected Outcome

Reduces disruption to revenue service and increases passenger safety by mitigating the risk of fire, smoke, and other incidents caused by water intrusion into Metrorail tunnels and stations as measured by the Rail Infrastructure Availability performance indicator [FY21 target $\leq 7.9\%$ of track under performance restrictions] and the number of fire incidents performance indicator [FY21 target of ≤ 66 incidents annually]. Protects Metro infrastructure and equipment which reduces the frequency and cost of repairs and replacements.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

This project will develop implementation projects based on the assessment expected to be completed in FY2022 and plan the next set of stations to assess for flood resiliency improvements.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$6.7
FY22 Forecast	\$1.7
Planned Investments	(\$M)
FY23	\$0.0
FY24	\$0.0
FY25	\$0.0
FY26	\$1.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$1.0
10-Year Total (FY23-FY32)	\$161.0
Beyond FY32	\$0.0
Total Estimated Investment	\$169.4

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation	✓					✓		✓			
Implementation and Construction								✓	✓	✓	✓
Operations Activation								✓	✓	✓	✓

Rail System Drainage Rehabilitation Program (CIP0242)

Initiative Type: Program
Category: Stations and Passenger Facilities
Location: Systemwide

Mode: Rail
Program: Station Systems
Federal Participation (all years): Yes

Description

This program replaces and improves drainage pumping stations that have exceeded their lifecycle throughout the Metrorail system and supports implementation of flood resiliency improvements.



Expected Outcome

Reduces disruption to revenue service and mitigates some of the risk of fire, smoke, and other incidents caused by excess water collecting within Metrorail tunnels and stations as measured by the Rail Infrastructure Availability performance indicator [FY21 target $\leq 7.9\%$ of track under performance restrictions]. Protects Metro infrastructure and equipment which reduces the frequency and cost of repairs and replacements and helps prevent potential safety issues.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro plans to complete drainage pump station renewals at the next two stations identified in priority list. Drainage pump station renewals include replacement of pumps, piping, controls, lighting, and other structural and drainage.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$13.3
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$6.9
Planned Investments	(\$M)
FY23	\$13.3
FY24	\$20.0
FY25	\$7.2
FY26	\$12.2
FY27	\$22.2
FY28	\$22.2
6-Year Total (FY23-FY28)	\$97.0
10-Year Total (FY23-FY32)	\$107.0
Beyond FY32	TBD

General Engineering (CIP0246)

Initiative Type: Program
Category: Track and Structures Rehabilitation
Location: Systemwide

Mode: Rail
Program: Fixed Rail
Federal Participation (all years): No

Description

This program provides general engineering support services for the development of architectural and engineering concept designs to help define the capital projects and address needs that may not be captured as part of other larger capital initiatives. This program helps resolve priority issues identified by Metro's engineers.



Expected Outcome

Develops engineering solutions for maintenance and improvement needs that could lead to a capital investment.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will identify and support specific initiatives that require engineering services.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$2.1
Dedicated Funding	\$10.9
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$12.1
Planned Investments	(\$M)
FY23	\$12.9
FY24	\$12.7
FY25	\$10.4
FY26	\$10.6
FY27	\$11.8
FY28	\$11.0
6-Year Total (FY23-FY28)	\$69.5
10-Year Total (FY23-FY32)	\$115.9
Beyond FY32	TBD

Emergency Construction and Emerging Needs Program (CIP0247)

Initiative Type: Program
Category: Track and Structures Rehabilitation
Location: Systemwide

Mode: Rail
Program: Fixed Rail
Federal Participation (all years): No

Description

This program supports emergent and emergency needs that arise across the system beyond the scope of other established capital investments.



Expected Outcome

Resolves emergency and emergent issues that impact Metro service and reliability.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will address emergent construction needs as they arise.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$50.5
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$55.0
Planned Investments	(\$M)
FY23	\$50.5
FY24	\$26.0
FY25	\$26.0
FY26	\$26.0
FY27	\$26.0
FY28	\$26.0
6-Year Total (FY23-FY28)	\$180.5
10-Year Total (FY23-FY32)	\$322.4
Beyond FY32	TBD

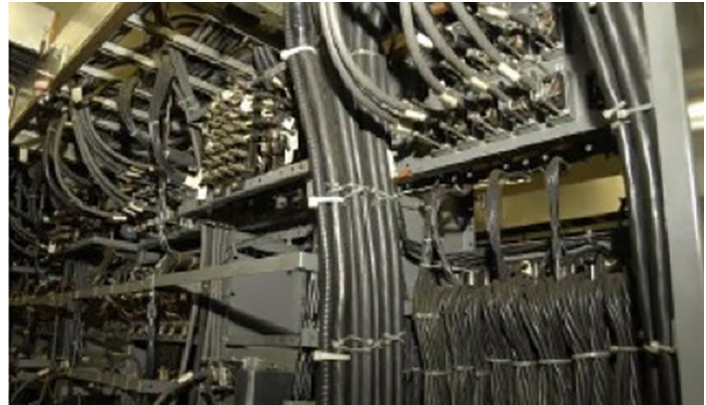
Automatic Train Control State of Good Repair (CIP0251)

Initiative Type: Program
Category: Rail Systems
Location: Systemwide

Mode: Rail
Program: Signals & Communications
Federal Participation (all years): Yes

Description

This program replaces aging Automatic Train Control (ATC) systems, Train Control Room (TCR) infrastructure and wayside equipment. Obsolete and failing equipment must be replaced at intervals ranging from 20 to 40 years.



Expected Outcome

Increases the safety of Metrorail operations and provides reliable signal operation to minimize disruptions to rail service as measured by the Rail Infrastructure Availability performance indicator [FY21 target $\leq 7.9\%$ of track under performance restrictions] and the Metrorail customer injury rate performance indicator [FY21 target of ≤ 177 customer injuries] and prevent potential safety issues.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue the switch machine power supply replacements and the state of good repair program for high current bonds, interlocking, signals, circuit cable, switch machines, control cable insulation, and train control rooms. Metro will advance the replacement of 25 train control rooms.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$36.7
System Performance	\$0.0
Dedicated Funding	\$0.6
Reimbursable	\$0.0
Debt	\$34.3

Investments	(\$M)
FY22 Forecast	\$59.6
Planned Investments	(\$M)
FY23	\$71.6
FY24	\$83.6
FY25	\$84.2
FY26	\$60.3
FY27	\$109.8
FY28	\$116.8
6-Year Total (FY23-FY28)	\$526.3
10-Year Total (FY23-FY32)	\$864.2
Beyond FY32	\$231.0

Low Voltage Power State of Good Repair (CIP0252)

Initiative Type: Program
Category: Stations and Passenger Facilities
Location: Systemwide

Mode: Rail
Program: Station Systems
Federal Participation (all years): Yes

Description

This program replaces low voltage power systems, improves various power components, and maintains existing low voltage power systems in a state of good repair.



Expected Outcome

Maintains the reliability of systems that support service by keeping the infrastructure that provides power to station lighting, HVAC, elevators and escalators, train control and communication systems, drainage pumping stations, and other Metrorail station infrastructure in a state of good repair.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will install new switchgears, transformers, cabling, and electrical panels at various locations. Uninterruptible Power Supplies will be replaced systemwide. Programmable Logic Control panels will be replaced at various AC rooms systemwide. Metro expects to advance work at the following locations: Brookland, Takoma, L'Enfant Plaza, Archives, and Addison Road.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$32.8
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$32.2
Planned Investments	(\$M)
FY23	\$32.8
FY24	\$32.5
FY25	\$7.1
FY26	\$17.1
FY27	\$47.1
FY28	\$47.8
6-Year Total (FY23-FY28)	\$184.4
10-Year Total (FY23-FY32)	\$261.0
Beyond FY32	TBD

Traction Power State of Good Repair (CIP0253)

Initiative Type: Program
Category: Rail Systems
Location: Systemwide

Mode: Rail
Program: Power
Federal Participation (all years): Yes

Description

This program replaces traction power systems, improves various traction power components, and maintains existing traction power systems in a state of good repair in order to deliver safe and reliable Metrorail operations.



Expected Outcome

Addresses the ability to provide Metrorail service through replacement or rehabilitation of critical infrastructure that delivers propulsion power to Metrorail. Improvements decrease speed restrictions imposed on trains, and reduce the risk of safety incidents including track fire incidents and stray current problems as measured by the Rail Infrastructure Availability performance indicator [FY21 target $\leq 7.9\%$ of track under performance restrictions] and the number of fire incidents performance indicator [FY21 target of ≤ 66 incidents annually].

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will replace traction power substation equipment at West Falls Church Railyard and Klingle Bridge. Approximately 600 cables will be inspected and tested, and 8,000 linear feet of cable will be replaced per quarter.

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$43.3
Reimbursable	\$0.0
Debt	\$0.0

Cost (\$M)

Investments	(\$M)
FY22 Forecast	\$37.3
Planned Investments	(\$M)
FY23	\$43.3
FY24	\$66.5
FY25	\$88.2
FY26	\$116.8
FY27	\$71.1
FY28	\$91.2
6-Year Total (FY23-FY28)	\$477.1
10-Year Total (FY23-FY32)	\$1,168.7
Beyond FY32	TBD

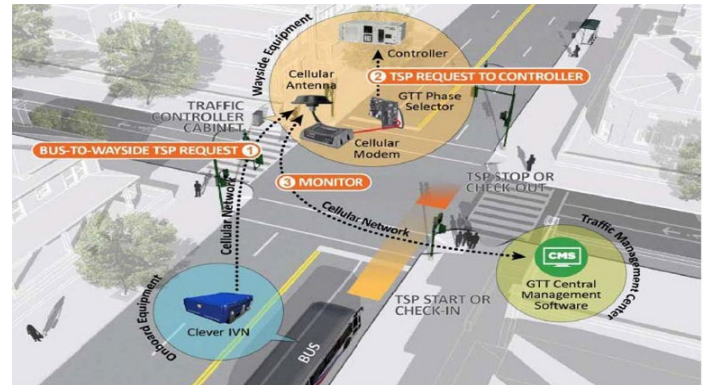
Bus Priority Program Development (CIP0254)

Initiative Type: Program
Category: Bus, Bus Facilities & Paratransit
Location: Systemwide

Mode: Bus
Program: Passenger Facilities/Systems
Federal Participation (all years): No

Description

The Bus Priority Program aims to improve bus service and equity by allowing buses to travel smoothly and efficiently with the aid of new technology and intelligent roadway design. This program plans and implements new initiatives and technology to advance bus priority strategies.



Expected Outcome

Increases the reliability of Metrobus service by developing strategies and working with jurisdictions to reduce travel time of buses through technology that prioritizes bus travel. The development of this program will improve bus operating speeds and reliability for improved rider experience, environmental sustainability, and financial stewardship

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Partnering with regional transportation entities to increase bus lanes, queue jumps, and continue the Transit Signal Priority project. Near term projects include a Violation Detection System, which is the installation of cameras on buses that detect unauthorized roadway users in bus lanes and tickets offenders, the launch of an All Door boarding pilot on some buses, and expanding transit signal priority and queue jumps across the region.

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$3.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.6

Cost (\$M)

Investments	(\$M)
FY22 Forecast	\$3.1
Planned Investments	(\$M)
FY23	\$3.6
FY24	\$3.4
FY25	\$3.4
FY26	\$3.4
FY27	\$3.5
FY28	\$3.5
6-Year Total (FY23-FY28)	\$20.9
10-Year Total (FY23-FY32)	\$35.5
Beyond FY32	TBD

Fare Collection Modernization (CIP0255)

Initiative Type: Project
Category: Stations and Passenger Facilities
Location: Systemwide

Mode: Systemwide
Program: Station Systems
Federal Participation (all years): Yes

Description

This project replaces Metro's aging fare collection systems in rail stations, on Metrobuses, and upgrades the back end system that supports fare collection. The investment includes new methods for customers to pay and manage payment accounts.



Expected Outcome

Provides modern infrastructure and payment options for Metro customers that will improve convenience, reliability and decrease maintenance and repair costs.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro has started systemwide replacement of the fare collection system. Metro will continue engineering and installation of the new rail faregates and supporting systems, and manufacturing and delivery of new bus fareboxes. Additionally, Metro will continue development and improvement of the mobile payment system.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$14.4
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$31.2
Reimbursable	\$0.0
Debt	\$8.0

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$116.4
FY22 Forecast	\$80.3
Planned Investments	(\$M)
FY23	\$53.6
FY24	\$74.4
FY25	\$52.2
FY26	\$42.6
FY27	\$8.5
FY28	\$0.0
6-Year Total (FY23-FY28)	\$231.3
10-Year Total (FY23-FY32)	\$231.3
Beyond FY32	\$0.0
Total Estimated Investment	\$427.9

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation	✓	✓	✓	✓	✓						
Implementation and Construction	✓	✓	✓	✓	✓	✓					
Operations Activation	✓	✓	✓	✓	✓	✓					

7000-Series Railcars (CIP0256)

Initiative Type: Project
Category: Railcar and Railcar Facilities
Location: Systemwide

Mode: Rail
Program: Acquisition
Federal Participation (all years): Yes

Description

This project procures 620 of the 7000 series railcars to replace the 1000, 4000, 5000 series fleets, plus 28 additional railcars. 128 additional 7000 series railcars were acquired through Silver Line Phase 1 and 2 extension projects and funded by the Metropolitan Washington Airports Authority.



Expected Outcome

Replaces the unreliable 1000, 4000, and 5000 series vehicles, which will improve customer safety and reduce failures that interrupt revenue service as measured by the Metrorail customer injury rate performance indicator [FY21 target of ≤177 injuries] and the Rail Fleet Reliability performance indicator [FY21 ≥15,000 miles between failure].

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue to make milestone payments for railcar warranties while closely working to address various railcar modifications including improved training and troubleshooting.

Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$594.7
FY22 Forecast	\$43.0
Planned Investments	(\$M)
FY23	\$57.7
FY24	\$35.2
FY25	\$35.7
FY26	\$30.0
FY27	\$86.1
FY28	\$80.0
6-Year Total (FY23-FY28)	\$324.7
10-Year Total (FY23-FY32)	\$324.7
Beyond FY32	\$0.0
Total Estimated Investment	\$962.4

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$27.5
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$30.2

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation											
Implementation and Construction	✓	✓	✓	✓	✓	✓	✓				
Operations Activation											

Emergency Trip Station (ETS) Rehabilitation (CIP0257)

Initiative Type: Project
Category: Rail Systems
Location: Systemwide

Mode: Rail
Program: Signals & Communications
Federal Participation (all years): TBD

Description

The existing Emergency Trip Station (ETS) system has an aging, deteriorating infrastructure and utilizes obsolete electrical components and communications technology. This project upgrades the Rail Right-Of-Way (ROW) ETS system including the box that houses the components, telephone, LED lights, and mushroom button that controls third rail power.



Expected Outcome

Improves the safety of Metro customers and employees through state of good repair replacement with newer and more reliable equipment as measured by the Metrorail customer injury rate performance indicator [FY21 target of ≤177 injuries] and the Metrorail system employee injury rate performance indicator [FY21 target of ≤3.5 per 100 employees].

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance project development and implementation planning to evaluate the best approach to upgrading the ETS equipment and infrastructure.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$1.4
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$4.0
FY22 Forecast	\$0.0
Planned Investments	(\$M)
FY23	\$1.4
FY24	\$6.4
FY25	\$11.4
FY26	\$11.4
FY27	\$16.4
FY28	\$20.0
6-Year Total (FY23-FY28)	\$67.0
10-Year Total (FY23-FY32)	\$266.4
Beyond FY32	\$0.0
Total Estimated Investment	\$270.4
Total Est. Investment Change from Prior	\$138.7
Primary Reason: Rough Order of Magnitude (ROM) estimate increase.	

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation	✓										
Implementation and Construction	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Operations Activation			✓	✓	✓	✓	✓	✓	✓	✓	✓

Station and Tunnel Fire Alarm Rehabilitation (CIP0258)

Initiative Type: Program
Category: Stations and Passenger Facilities
Location: Systemwide

Mode: Rail
Program: Station Systems
Federal Participation (all years): Yes

Description

This program upgrades fire alarm systems in Metrorail tunnels and stations.



Expected Outcome

Improves Metro's compliance with National Fire Protection Association standards and addresses recommendations made by the National Transportation Safety Board. Improves customer and employee safety by accurately measuring and responding to fire incidents as measured by the Metrorail customer injury rate performance indicator [FY21 target of ≤ 177 injuries] and the Metrorail system employee injury rate performance indicator [FY21 target of ≤ 3.5 per 100 employees].

Near Term Deliverables

Metro will continue planning activities and begin advancing the Tunnel Smoke Detection System by installing detection equipment at multiple fan and vent shaft locations throughout the system.

Strategic Drivers



Safety



Security



Reliability/SGR

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$2.3
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$2.1
Planned Investments	(\$M)
FY23	\$2.3
FY24	\$12.0
FY25	\$12.5
FY26	\$23.0
FY27	\$31.0
FY28	\$37.8
6-Year Total (FY23-FY28)	\$118.6
10-Year Total (FY23-FY32)	\$184.5
Beyond FY32	TBD

Employee Timekeeping System (CIP0259)

Initiative Type: Project
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: IT
Federal Participation (all years): No

Description

This project implements a new automated time and attendance system for Metro employees.



Expected Outcome

Consolidates Metro's timekeeping into a platform that provides improved controls and compliance with regulations while reducing operating and maintenance costs through a modern and streamlined application.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

The project will be in the operations and maintenance phase and the assessment will continue to evaluate installation of additional timeclocks.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$1.9
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$28.4
FY22 Forecast	\$3.0
Planned Investments	(\$M)
FY23	\$1.9
FY24	\$1.5
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$3.4
10-Year Total (FY23-FY32)	\$3.4
Beyond FY32	\$0.0
Total Estimated Investment	\$34.7

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation											
Implementation and Construction		✓									
Operations Activation	✓	✓									

Tunnel Water Leak Mitigation (CIP0262)

Initiative Type: Program
Category: Track and Structures Rehabilitation
Location: Systemwide

Mode: Rail
Program: Structures
Federal Participation (all years): Yes

Description

This program mitigates water infiltration into the Metrorail tunnel and vent shaft system.



Expected Outcome

Reduces disruption to revenue service and increases passenger and employee safety by mitigating the risk of water intrusion which can cause fire and smoke events as measured by the number of fire incidents performance indicator [FY21 target of ≤ 66 incidents annually] and the Metrorail customer on-time performance indicator [FY21 target ≥88% on-time]. Protects Metro infrastructure and equipment which reduces the frequency and cost of repairs and replacements.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will complete rail tunnel water mitigation work along two-segments of the Red Line between Silver Spring and Forest Glen; and Tenleytown-AU and Friendship Heights. Evaluate the impact of the pilot and begin design work on next phase of priority water leak mitigation locations based on lessons learned from the pilot.

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$27.2
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.5

Cost (\$M)

Investments	(\$M)
FY22 Forecast	\$10.9
Planned Investments	(\$M)
FY23	\$27.8
FY24	\$21.9
FY25	\$21.0
FY26	\$31.0
FY27	\$26.9
FY28	\$35.0
6-Year Total (FY23-FY28)	\$163.5
10-Year Total (FY23-FY32)	\$411.3
Beyond FY32	TBD

Historic Bus Loop and Facility Rehabilitation (CIP0266)

Initiative Type: Project
Category: Bus, Bus Facilities & Paratransit
Location: District of Columbia

Mode: Bus
Program: Passenger Facilities/Systems
Federal Participation (all years): No

Description

This project rehabilitates historic bus terminals that are in failing condition and returns the terminals to a state of good repair.



Expected Outcome

Improves employee and customer satisfaction by providing modern restroom facilities, wider bus stops, improved canopies for the public, and overall safer facilities that comply with ADA guidelines.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Complete close-out of the project and any final payments for Chevy Chase Circle, Calvert Street, and Colorado Avenue Bus Terminal Facilities.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$2.1
FY22 Forecast	\$2.6
Planned Investments	(\$M)
FY23	\$0.0
FY24	\$0.8
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$0.8
10-Year Total (FY23-FY32)	\$0.8
Beyond FY32	\$0.0
Total Estimated Investment	\$5.5

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation											
Implementation and Construction	✓										
Operations Activation	✓	✓	✓								

Asset Management Software (CIP0269)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: IT
Federal Participation (all years): No

Description

This program develops asset lifecycle management plans by asset group as required by the Federal Transit Administration (FTA). The program also establishes a consistent methodology for assessing asset conditions and standardizes how new assets are inducted into Metro's systems.



Expected Outcome

Improves Metro's ability to track and maintain physical assets to enable proper maintenance in support of safe and reliable service.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance the development of asset management plans and standardizing asset condition assessment methodologies.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$1.9
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$1.9
Planned Investments	(\$M)
FY23	\$1.9
FY24	\$1.3
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.8
6-Year Total (FY23-FY28)	\$4.0
10-Year Total (FY23-FY32)	\$5.7
Beyond FY32	TBD

Capital Delivery Program Support (CIP0270)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Description

This program provides project administration, planning, scheduling, and management support for the portfolio of major construction projects.



Expected Outcome

Improves Metro's ability to plan and deliver the Capital Improvement Program. This improves Metro's financial responsibility and supports state of good repair efforts.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will support the advancement of project implementation planning, scheduling, and management services for the delivery of the portfolio of major capital construction projects.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$10.3
Dedicated Funding	\$17.9
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$28.3
Planned Investments	(\$M)
FY23	\$28.2
FY24	\$34.8
FY25	\$32.5
FY26	\$35.4
FY27	\$39.1
FY28	\$39.9
6-Year Total (FY23-FY28)	\$209.8
10-Year Total (FY23-FY32)	\$377.9
Beyond FY32	TBD

Digital Display and Wayfinding Improvements (CIP0272)

Initiative Type: Program
Category: Stations and Passenger Facilities
Location: Systemwide

Mode: Systemwide
Program: Station Systems
Federal Participation (all years): No

Description

This program invests in new equipment and space improvements designed to increase non-fare revenue in stations. Investments include upgrading digital displays, improving signage and wayfinding, as well as other customer amenities.



Expected Outcome

Improves Metro's ability to generate advertising revenue and improve the customer experience through modern wayfinding and digital signage at Metrorail stations.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will install approximately 50 new digital advertising displays at six stations that were a part of Platform Rehabilitation Phase 3. The locations are Arlington Cemetery, Addison Road, West Hyattsville, PG Plaza, College Park, and Greenbelt Stations.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.6

Investments	(\$M)
FY22 Forecast	\$1.7
Planned Investments	(\$M)
FY23	\$0.6
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$5.5
6-Year Total (FY23-FY28)	\$6.1
10-Year Total (FY23-FY32)	\$178.1
Beyond FY32	TBD

Support Facility Rehabilitation (CIP0273)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Description

This program provides assessments on condition, designs for necessary improvements, and performs minor emergent improvements for administrative facilities for employees, including breakrooms, bathrooms, and work areas.



Expected Outcome

Complete minor improvements to administrative facilities for employees, enabling departments to be better organized and contributing to Metro's fiscal responsibility through improved productivity. Minor facility improvements will address immediate safety concerns, improve employee satisfaction, and contribute to Metro's goal to be an employer-of-choice.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will rehabilitate operation, maintenance, and administrative facilities that are identified on a priority location list.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.9
Reimbursable	\$0.0
Debt	\$4.0

Investments	(\$M)
FY22 Forecast	\$5.9
Planned Investments	(\$M)
FY23	\$4.9
FY24	\$6.5
FY25	\$5.8
FY26	\$11.6
FY27	\$7.3
FY28	\$7.0
6-Year Total (FY23-FY28)	\$43.0
10-Year Total (FY23-FY32)	\$73.0
Beyond FY32	TBD

New Carrollton Garage and Bus Bays (CIP0275)

Initiative Type: Project
Category: Bus, Bus Facilities & Paratransit
Location: Maryland

Mode: Bus
Program: Passenger Facilities/Systems
Federal Participation (all years): TBD

Description

This project supports the joint development at New Carrollton Station. Metro has entered into a third-party joint development agreement for mixed-use development in New Carrollton Station area. The development also includes the new Metro office building. As a part of this development Metro will demolish the obsolete parking garage and construct a replacement garage and bus loop.



Expected Outcome

Increase station access, ridership, economic development and the customer experience.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance site preparation, foundational work, and begin construction of the new bus loop and parking garage structure.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.4
Reimbursable	\$0.0
Debt	\$40.6

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$3.4
FY22 Forecast	\$21.6
Planned Investments	(\$M)
FY23	\$40.9
FY24	\$13.4
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$54.3
10-Year Total (FY23-FY32)	\$54.3
Beyond FY32	\$0.0
Total Estimated Investment	\$79.3

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation											
Implementation and Construction	✓	✓	✓								
Operations Activation	✓	✓	✓								

Art in Transit and Station Commercialization Program (CIP0276)

Initiative Type: Program
Category: Stations and Passenger Facilities
Location: Systemwide

Mode: Systemwide
Program: Station Systems
Federal Participation (all years): TBD

Description

This program restores Metro's art collection and helps Metro develop plans to commercialize underutilized space in Metrorail stations.



Expected Outcome

Expands customer amenities in the form of retail and advertising, and develops consistent design standards to improve the customer experience and provide diverse revenue streams for Metro. Restores Metro's art collection.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will develop structured guidelines to improve how customers interact daily with the transit system and conduct a systemwide assessment of artwork to determine future investments for restoration. Considerations in study will include signage and wayfinding, passenger information, safety and security, and protection from seasonal weather.

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.5
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Cost (\$M)

Investments	(\$M)
FY22 Forecast	\$0.3
Planned Investments	(\$M)
FY23	\$0.5
FY24	\$0.0
FY25	\$3.0
FY26	\$1.0
FY27	\$1.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$5.5
10-Year Total (FY23-FY32)	\$5.5
Beyond FY32	\$56.0

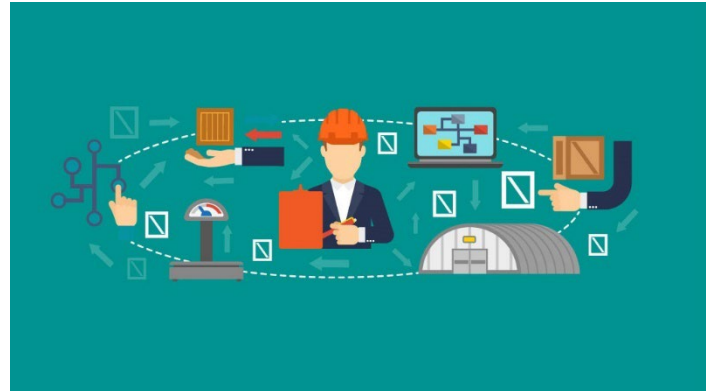
Supply Chain Modernization (CIP0277)

Initiative Type: Project
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Description

This project modernizes Metro's warehouses, including the supply chain for logistics, warehousing, planning, and ordering of inventory.



Expected Outcome

Improves Metro's ability to manage inventory and supplies the right parts at the right time to maintenance operations, increasing efficiency and lowering inventory levels and costs.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will deliver a Warehouse Management System (WMS) based on Metro's business model and strategy for the next decade, including incorporating a Vendor Managed Inventory (VMI) to optimize inventory levels and order fulfillment.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$1.2
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$2.7
FY22 Forecast	\$0.1
Planned Investments	(\$M)
FY23	\$1.2
FY24	\$3.0
FY25	\$3.0
FY26	\$3.5
FY27	\$0.0
FY28	\$3.0
6-Year Total (FY23-FY28)	\$13.7
10-Year Total (FY23-FY32)	\$13.7
Beyond FY32	\$0.0
Total Estimated Investment	\$16.4

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation	✓	✓	✓								
Implementation and Construction		✓	✓	✓	✓						
Operations Activation		✓	✓	✓	✓						

Railyard Shop Equipment Replacement (CIP0279)

Initiative Type: Program
Category: Railcar and Railcar Facilities
Location: Systemwide

Mode: Rail
Program: Maintenance Facilities
Federal Participation (all years): No

Description

This program replaces or rehabilitates Metro rail shop maintenance equipment, such as overhead cranes, rail train lifts, hoists, or industrial shop air compressors that are inoperable, deficient, or have reached the end of useful life.



Expected Outcome

Allows railcar maintenance activities to be completed safely and efficiently using equipment that is maintained in a state of good repair as measured by the Metrorail system employee injury rate performance indicator [FY21 target of ≤3.3 per 100 employees] and the Rail Fleet Reliability performance indicator [FY21 ≥15,000 miles between failure].

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Scheduled rehabilitation/replacement of maintenance equipment including shop lifts, cranes, drop tables, hoists and wheel truing machines.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$1.3
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.9
Planned Investments	(\$M)
FY23	\$1.3
FY24	\$1.0
FY25	\$1.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$3.3
10-Year Total (FY23-FY32)	\$3.3
Beyond FY32	TBD

Railcar Maintenance Facilities State of Good Repair (CIP0283)

Initiative Type: Program
Category: Railcar and Railcar Facilities
Location: Systemwide

Mode: Rail
Program: Maintenance Facilities
Federal Participation (all years): No

Description

This program rehabilitates and replaces major railcar maintenance equipment including those requiring facility modifications such as railcar washes.



Expected Outcome

Provides employees with equipment to maintain railcars in a state of good repair as measured by Rail Fleet Reliability performance indicator [FY21 ≥15,000 miles between failure].

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will begin the procurement process for systemwide rehabilitation of train wash buildings.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$3.3
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$5.0
Planned Investments	(\$M)
FY23	\$3.3
FY24	\$5.4
FY25	\$15.0
FY26	\$20.0
FY27	\$16.9
FY28	\$0.0
6-Year Total (FY23-FY28)	\$60.5
10-Year Total (FY23-FY32)	\$60.5
Beyond FY32	TBD

Railyard Facility and Site Rehabilitation (CIP0284)

Initiative Type: Program
Category: Railcar and Railcar Facilities
Location: Systemwide

Mode: Rail
Program: Maintenance Facilities
Federal Participation (all years): No

Description

This program rehabilitates railyard facilities, systems, and site assets to achieve and maintain a state of good repair and improve the safety of employees and operational efficiency.



Expected Outcome

Maintains railyard facilities in a state of good repair to support efficient operations and the wide range of functions on site.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will complete facility assessments and design packages as part of a systemwide rail yard rehabilitation plan.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.2
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$1.3
Planned Investments	(\$M)
FY23	\$0.2
FY24	\$5.0
FY25	\$46.0
FY26	\$40.5
FY27	\$30.8
FY28	\$23.8
6-Year Total (FY23-FY28)	\$146.3
10-Year Total (FY23-FY32)	\$544.3
Beyond FY32	\$732.0

Power Generator Replacement (CIP0286)

Initiative Type: Program
Category: Rail Systems
Location: Systemwide

Mode: Rail
Program: Power
Federal Participation (all years): No

Description

This program provides for the replacement of power generators throughout the Metrorail system.



Expected Outcome

Provides additional resiliency to the Metrorail system by providing a back up power source to critical infrastructure including fire and life safety and communications systems and equipment.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro plans to replace generators at various locations throughout the system as identified by the developed priority list.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.4
Reimbursable	\$0.0
Debt	\$5.0

Investments	(\$M)
FY22 Forecast	\$0.6
Planned Investments	(\$M)
FY23	\$5.4
FY24	\$5.0
FY25	\$10.0
FY26	\$12.8
FY27	\$8.7
FY28	\$0.0
6-Year Total (FY23-FY28)	\$41.9
10-Year Total (FY23-FY32)	\$41.9
Beyond FY32	TBD

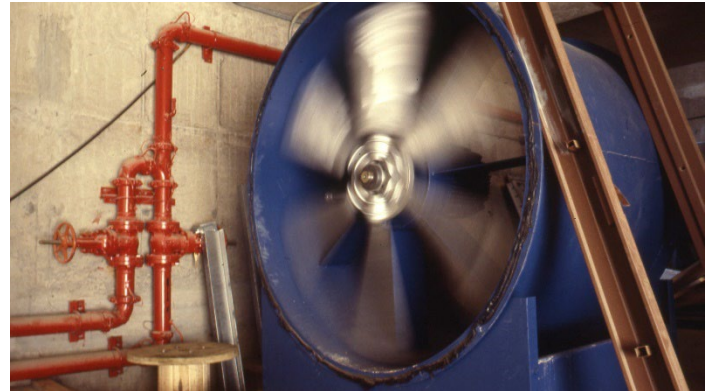
Tunnel Ventilation Improvements (CIP0291)

Initiative Type: Project
Category: Track and Structures Rehabilitation
Location: District of Columbia

Mode: Rail
Program: Structures
Federal Participation (all years): No

Description

This project upgrades and installs additional underground ventilation fans, including components such as electrical infrastructure, lighting, communications equipment, ladders, steps, smoke detectors, alarms, and information technology infrastructure. Under CIP0356, a pilot and evaluation to rehabilitate ventilation shaft components will be implemented on the Red Line to serve as a proof of concept for future designs across the Metrorail system.



Expected Outcome

Improves the tunnel ventilation system performance and capacity by installing additional fans to move smoke more efficiently, increasing passenger and employee safety as measured by the Metrorail customer injury rate performance indicator [FY21 target of ≤1.40 injuries per million passengers] and the Metrorail system employee injury rate performance indicator [FY21 target of ≤3.5 per 100 employees].

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance assessments and designs of ventilation improvements.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$1.9
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$9.5
FY22 Forecast	\$1.6
Planned Investments	(\$M)
FY23	\$1.9
FY24	\$0.1
FY25	\$0.0
FY26	\$0.0
FY27	\$10.0
FY28	\$45.0
6-Year Total (FY23-FY28)	\$57.0
10-Year Total (FY23-FY32)	\$551.7
Beyond FY32	\$661.0
Total Estimated Investment	\$1,223.6

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation	✓	✓	✓			✓					
Implementation and Construction	✓					✓	✓	✓	✓	✓	✓
Operations Activation							✓	✓	✓	✓	✓

Bridge Rehabilitation Program (CIP0294)

Initiative Type: Program
Category: Track and Structures Rehabilitation
Location: Systemwide

Mode: Rail
Program: Structures
Federal Participation (all years): No

Description

This program rehabilitates structural and system components of 162 aerial structures across the Metro system. Metro is rehabilitating additional structural and system components under Structural Rehabilitation - Package A (CIP0348).



Expected Outcome

Returns bridges to a state of good repair, avoiding future emergency shutdowns to address major defects identified in inspections.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will develop designs for future bridge rehabilitations, conduct repairs of bridges and aerial structures based on priority locations, and demolish the Trestle Bridges.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$1.2

Investments	(\$M)
FY22 Forecast	\$3.5
Planned Investments	(\$M)
FY23	\$1.2
FY24	\$9.5
FY25	\$26.0
FY26	\$42.3
FY27	\$66.4
FY28	\$28.0
6-Year Total (FY23-FY28)	\$173.4
10-Year Total (FY23-FY32)	\$237.4
Beyond FY32	\$100.0

Union Station Improvements (CIP0297)

Initiative Type: Project
Category: Stations and Passenger Facilities
Location: District of Columbia

Mode: Rail
Program: Platforms & Structures
Federal Participation (all years): No

Description

This project will relieve congestion at Union Station by implementing a redesign of the First Street northeast entrance, including expanding the north mezzanine by adding stairs, adding additional fare gates, and relocating the fare vending machines.



Expected Outcome

Improves customer crowding and convenience by providing a better flow for riders as they enter and exit the station, as well as improved lighting and an additional staircase.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance site design and begin the procurement process to award the construction contract for the First St NE entrance at Union Station.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$1.8
Debt	\$5.8

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$0.2
FY22 Forecast	\$3.1
Planned Investments	(\$M)
FY23	\$7.6
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$7.6
10-Year Total (FY23-FY32)	\$7.6
Beyond FY32	\$0.0
Total Estimated Investment	\$10.9

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation											
Implementation and Construction	✓	✓									
Operations Activation	✓	✓									

Huntington Station Parking Garage Demolition (CIP0302)

Initiative Type: Project
Category: Stations and Passenger Facilities
Location: Commonwealth of Virginia

Mode: Rail
Program: Platforms & Structures
Federal Participation (all years): TBD

Description

This project is part of a joint development between Metro and Fairfax County to replace the south parking garage at Huntington Station in Fairfax County. The development enables Metro to offer up to 12 acres for private development.



Expected Outcome

Enables development of a new bus loop to accommodate Fairfax County's planned Bus Rapid Transit terminus at Huntington Station while replacing a closed parking facility.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro continues to coordinate with Fairfax County on planned development and improvements at Huntington Station including the demolition of the south parking garage.

Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$1.7
FY22 Forecast	\$2.2
Planned Investments	(\$M)
FY23	\$0.0
FY24	\$0.0
FY25	\$0.0
FY26	\$5.0
FY27	\$0.0
FY28	\$20.0
6-Year Total (FY23-FY28)	\$25.0
10-Year Total (FY23-FY32)	\$25.0
Beyond FY32	\$0.0
Total Estimated Investment	\$28.9

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation					✓						
Implementation and Construction	✓						✓				
Operations Activation											

Rail Passenger Facility State of Good Repair Program (CIP0305)

Initiative Type: Program
Category: Stations and Passenger Facilities
Location: Systemwide

Mode: Rail
Program: Platforms & Structures
Federal Participation (all years): TBD

Description

This program repairs and replaces antiquated systems and infrastructure in passenger facilities including ceilings, sewage ejector pumps, and other systems.



Expected Outcome

Increases the efficiency and reliability of passenger facilities. Also improves customers' experience and helps prevent potential safety issues.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will rehabilitate sewer ejectors throughout the system.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.0
Planned Investments	(\$M)
FY23	\$0.0
FY24	\$2.0
FY25	\$5.1
FY26	\$10.2
FY27	\$7.8
FY28	\$5.1
6-Year Total (FY23-FY28)	\$30.2
10-Year Total (FY23-FY32)	\$30.2
Beyond FY32	TBD

Station Platform Rehabilitation - Phase 3 (CIP0308)

Initiative Type: Project
Category: Stations and Passenger Facilities
Location: Systemwide

Mode: Rail
Program: Platforms & Structures
Federal Participation (all years): Yes

Description

This project rehabilitates and repairs platforms and station systems at the following stations along the Green and Blue Lines in Maryland and Virginia to address potentially unsafe and deteriorating conditions: Arlington Cemetery, Addison Road, West Hyattsville, Prince George's Plaza, College Park, and Greenbelt. Customer experience improvements include slip-resistant tile, improved lighting, upgraded passenger shelters, new passenger information displays, and improved public address system.



Expected Outcome

Upgrades and improves above-ground stations for customer safety and comfort, as measured by the Metrorail customer injury rate performance indicator [FY21 target of ≤177 injuries]. New platforms and other new/rehabilitated station assets will increase the lifespan of these assets, reducing future maintenance requirements and improving the quality of rail service provided for customers accessing these stations.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will process final payments and close out the project.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.1

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$241.9
FY22 Forecast	\$133.4
Planned Investments	(\$M)
FY23	\$0.1
FY24	\$56.9
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$56.9
10-Year Total (FY23-FY32)	\$56.9
Beyond FY32	\$0.0
Total Estimated Investment	\$432.3

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation											
Implementation and Construction	✓										
Operations Activation	✓	✓	✓								

Station Platform Rehabilitation - Phase 4 (CIP0310)

Initiative Type: Project
Category: Stations and Passenger Facilities
Location: Systemwide

Mode: Rail
Program: Platforms & Structures
Federal Participation (all years): Yes

Description

This project rehabilitates and repairs platforms and systems at the following Orange Line stations to address potentially unsafe and deteriorating conditions: Minnesota Avenue, Deanwood, Cheverly, Landover, and New Carrollton. Customer experience improvements include slip-resistant tile, improved lighting, upgraded passenger shelters, new passenger information displays, improved public address system, new closed-circuit television system, and renovated bathrooms.



Expected Outcome

Upgrades and improves above-ground stations for customer safety and comfort. New platforms and other new/rehabilitated station assets will increase the lifespan of these assets, reducing future maintenance requirements and improving the quality of rail service provided for customers accessing these stations.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will begin construction at five stations on the Orange Line (Minnesota Ave. to New Carrollton) during a summer shutdown (approximately Memorial Day 2022 to Labor Day 2022). Work will encompass approximately thirty-six systems that include concrete platform repair, granite edges, paver tile, signage, shelters, station communication systems, fire protection, sprinklers, CCTV security systems, drainage, sewage ejector pumps, painting, and bathrooms. Metro will also begin rehabilitation of the Cheverly Aerial Structure on the Orange Line in Maryland.

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$133.4
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$72.0

Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$0.2
FY22 Forecast	\$165.2
Planned Investments	(\$M)
FY23	\$205.4
FY24	\$65.4
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$270.8
10-Year Total (FY23-FY32)	\$270.8
Beyond FY32	\$0.0
Total Estimated Investment	\$436.2

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation	✓										
Implementation and Construction	✓	✓	✓								
Operations Activation	✓	✓									

Bladensburg Bus Garage Replacement (CIP0311)

Initiative Type: Project
Category: Bus, Bus Facilities & Paratransit
Location: District of Columbia

Mode: Bus
Program: Maintenance Facilities
Federal Participation (all years): Yes

Description

This project will demolish and replace the existing obsolete bus maintenance and operations facility at Bladensburg to improve use and capacity of limited facility space. The new facility, to be designed to achieve LEED certification, will have an on-site employee parking lot, multiple access points, parking for up to 300 buses, 25 maintenance bays, and a compressed natural gas (CNG) fueling station. The facility will be ready for future electric bus infrastructure as Metro begins full implementation of 100% electric vehicles.



Expected Outcome

Provides a new LEED-certified bus facility that will improve bus safety, efficiency, maintenance and operations, while maximizing bus fleet availability as measured by the bus system employee injury rate performance indicator [FY21 target of ≤11.2 injuries per 100 employees] and the Bus Fleet Reliability performance indicator [FY21 target ≥7,000 miles between failures].

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will complete demolition of the existing bus facility on the site, and begin construction of the new bus maintenance facility.

Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$27.3
FY22 Forecast	\$43.9
Planned Investments	(\$M)
FY23	\$78.4
FY24	\$99.0
FY25	\$113.7
FY26	\$40.0
FY27	\$17.9
FY28	\$0.0
6-Year Total (FY23-FY28)	\$348.9
10-Year Total (FY23-FY32)	\$348.9
Beyond FY32	\$0.0
Total Estimated Investment	\$420.1

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$40.4
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$38.0

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation	✓										
Implementation and Construction	✓	✓	✓	✓							
Operations Activation			✓	✓							

Four Mile Run Bus Garage Rehabilitation (CIP0312)

Initiative Type: Project
Category: Bus, Bus Facilities & Paratransit
Location: Commonwealth of Virginia

Mode: Bus
Program: Maintenance Facilities
Federal Participation (all years): TBD

Description

The project rehabilitates interior and exterior elements of the Four Mile Run bus facility to restore a state of good repair and meet short-term fleet capacity needs due to other bus facility replacement projects.



Expected Outcome

Provides a more modern facility while incorporating operating efficiencies that enable Metro to increase throughput to accommodate fleet requirements arising from other bus facility replacements.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

No deliverables in FY2023. Metro will address rehabilitation needs for the Four Mile Run Bus Garage in FY2025.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$0.0
FY22 Forecast	\$0.5
Planned Investments	(\$M)
FY23	\$0.0
FY24	\$0.0
FY25	\$15.0
FY26	\$20.0
FY27	\$11.1
FY28	\$4.2
6-Year Total (FY23-FY28)	\$50.3
10-Year Total (FY23-FY32)	\$50.3
Beyond FY32	\$0.0
Total Estimated Investment	\$50.8

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation				✓							
Implementation and Construction	✓			✓	✓	✓					
Operations Activation						✓	✓				

Northern Bus Garage Replacement (CIP0315)

Initiative Type: Project
Category: Bus, Bus Facilities & Paratransit
Location: District of Columbia

Mode: Bus
Program: Maintenance Facilities
Federal Participation (all years): Yes

Description

This project replaces the obsolete Northern Bus Garage to address structural deficiencies and improve use of limited facility space. The new facility will be designed to achieve LEED certification and retain the historical façade, provide multiple access points and parking for approximately 150 buses, support future electric bus charging infrastructure, and incorporate potential retail or public space. Northern Bus Garage will fully support 100% electric vehicles.



Expected Outcome

Provides a modern and safe bus operations and maintenance facility that will reduce associated energy consumption and operating costs and maximize bus fleet availability as measured by the Bus Fleet Reliability performance indicator [FY21 target $\geq 7,000$ miles between failures]. Northern will become Metro's first all electric bus garage. The design will preserve the historic façade, offering potential retail space for revenue generation and/or provide public space.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance the project through demolition and construction activities that will preserve the historic façade, and related site preparation work.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$39.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$40.1

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$44.7
FY22 Forecast	\$27.3
Planned Investments	(\$M)
FY23	\$79.1
FY24	\$150.0
FY25	\$120.0
FY26	\$40.0
FY27	\$10.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$399.2
10-Year Total (FY23-FY32)	\$399.2
Beyond FY32	\$0.0
Total Estimated Investment	\$471.2

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation											
Implementation and Construction	✓	✓	✓	✓							
Operations Activation				✓							

Capital Program Financial Support (CIP0324)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Description

This program provides support for the financial management of the capital program, including jurisdictional funds and federal grants.



Expected Outcome

Improves Metro's ability to compliantly manage the sources of funding for Metro's capital improvement program. This program supports Metro's financial responsibility, compliance, and state of good repair efforts.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will support the financial management of the capital program to include management of grants, accounting services, maintenance of financial systems, and alignment of capital costs to appropriate funding.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.4
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.5
Planned Investments	(\$M)
FY23	\$0.4
FY24	\$3.1
FY25	\$3.1
FY26	\$3.1
FY27	\$3.1
FY28	\$3.1
6-Year Total (FY23-FY28)	\$15.9
10-Year Total (FY23-FY32)	\$28.3
Beyond FY32	TBD

Information Technology Data Center (CIP0330)

Initiative Type: Project
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: IT
Federal Participation (all years): No

Description

This project constructs a new data center to replace the existing data center at the Jackson Graham building that is being vacated. Metro will build a modern data center that blends new technologies with existing capabilities to continually improve and scale services to users, customers, and partners.



Expected Outcome

Replaces Metro's existing data center with a new modern facility to support the system and that will also enable Metro to generate revenue through the leasing of excess capacity.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will complete installation of servers, racks, telecommunications, and networking equipment at the new office facilities and data center.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$13.2

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$3.0
FY22 Forecast	\$67.3
Planned Investments	(\$M)
FY23	\$13.2
FY24	\$16.0
FY25	\$7.5
FY26	\$5.4
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$42.2
10-Year Total (FY23-FY32)	\$42.2
Beyond FY32	\$0.0
Total Estimated Investment	\$112.4

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation											
Implementation and Construction	✓	✓	✓								
Operations Activation			✓								

Enterprise Resource Planning Software Replacement (CIP0331)

Initiative Type: Project
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: IT
Federal Participation (all years): No

Description

This project will implement a new enterprise resource planning (ERP) system. Metro will perform any necessary upgrades to the current ERP system to maximize vendor support until the current program sunsets.



Expected Outcome

Replaces the existing ERP system that is scheduled to sunset by the vendor in approximately 2030. Provides the financial management and related systems critical to compliant financial managing and reporting.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will complete Phase 1 of the ERP replacement project. This consists of business requirement gathering, analysis, and software selection.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$7.5
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$2.2
FY22 Forecast	\$3.5
Planned Investments	(\$M)
FY23	\$7.5
FY24	\$0.4
FY25	\$5.0
FY26	\$10.0
FY27	\$10.0
FY28	\$25.0
6-Year Total (FY23-FY28)	\$57.9
10-Year Total (FY23-FY32)	\$250.1
Beyond FY32	\$0.0
Total Estimated Investment	\$255.8

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation	✓	✓	✓	✓	✓	✓					
Implementation and Construction				✓	✓	✓	✓	✓	✓	✓	✓
Operations Activation					✓	✓	✓	✓	✓	✓	✓

Fiber Optic Cable Installation (CIP0332)

Initiative Type: Project
Category: Rail Systems
Location: Systemwide

Mode: Systemwide
Program: Signals & Communications
Federal Participation (all years): TBD

Description

This project will install fiber optic cable for connectivity throughout the system to adjoining communication rooms along the rail Right-of-Way (ROW) and determine the appropriate strategy for installing fiber optic cabling to ancillary rooms such as traction power substations, low voltage power rooms, vent shafts, and tie breaker stations.



Expected Outcome

Replaces outdated copper wiring with fiber optic cable increasing bandwidth, speeds, reliability and enabling Metro to upgrade communication infrastructure to modern equipment that requires fiber-optic connectivity. New cabling will improve Metro's ability to remotely monitor assets, increasing the efficiency of maintenance.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance the installation of fiber throughout the system.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$2.3
Reimbursable	\$0.0
Debt	\$25.9

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$4.5
FY22 Forecast	\$15.2
Planned Investments	(\$M)
FY23	\$28.2
FY24	\$94.4
FY25	\$91.0
FY26	\$85.2
FY27	\$22.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$320.7
10-Year Total (FY23-FY32)	\$320.7
Beyond FY32	\$0.0
Total Estimated Investment	\$340.4
Total Est. Investment Change from Prior	\$200.0
Primary Reason: Additional scope from CIP0136.	

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation	✓										
Implementation and Construction	✓	✓	✓	✓	✓	✓					
Operations Activation		✓	✓	✓	✓	✓					

Office Consolidation - District of Columbia (CIP0335)

Initiative Type: Project
Category: Business & Operations Support
Location: District of Columbia

Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Description

As part of Metro's regional office consolidation plan which combines Metro's ten administrative facilities to four, this project funds the construction of a DC office building at 300 7th St. SW. The new site will be renovated to modern workplace standards, including new commercial amenities on the ground floor to activate the streetscape and benefit the community. In addition, Metro will improve the exterior appearance and add three floors, creating space for leases to generate additional revenue. The building will be designed with the goal of achieving LEED certification.



Expected Outcome

Updates and modernizes office space for employees that will streamline business processes, allow departments to be more logically organized and reduce Metro's long-term costs.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will complete move-in activities for the new administrative office building located at L'Enfant Plaza in the District of Columbia. Metro will also begin construction to replace the chiller at JGB office building.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$11.8

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$171.9
FY22 Forecast	\$82.5
Planned Investments	(\$M)
FY23	\$11.8
FY24	\$6.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$17.9
10-Year Total (FY23-FY32)	\$17.9
Beyond FY32	\$0.0
Total Estimated Investment	\$272.3

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation											
Implementation and Construction	✓	✓	✓								
Operations Activation	✓	✓									

Office Consolidation - Virginia (CIP0337)

Initiative Type: Project
Category: Business & Operations Support
Location: Commonwealth of Virginia

Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Description

This project constructs a new office building in Virginia as part of Metro's regional office consolidation plan. The new office building will be constructed near the Eisenhower Avenue Metrorail Station in Alexandria, Virginia. The building will be designed with the goal of achieving LEED certification and is part of the larger redevelopment of the Eisenhower Avenue corridor.



Expected Outcome

Updates and modernizes office space for employees that will streamline business process, allow departments to be more logically organized and reduce Metro's long-term costs.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will complete construction of the new administrative office building located at Eisenhower Avenue in Virginia.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$71.1

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$81.3
FY22 Forecast	\$130.0
Planned Investments	(\$M)
FY23	\$71.1
FY24	\$53.4
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$124.5
10-Year Total (FY23-FY32)	\$124.5
Beyond FY32	\$0.0
Total Estimated Investment	\$335.8

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation											
Implementation and Construction	✓	✓	✓								
Operations Activation		✓									

Office Consolidation - Maryland (CIP0338)

Initiative Type: Project
Category: Business & Operations Support
Location: State of Maryland

Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Description

This project constructs a new office building in Maryland as part of Metro's regional office consolidation plan. The new office building consolidates employees near the New Carrollton Metrorail Station in Prince George's County, Maryland. The station is one of the region's most significant transit hubs and is served by Metro, MARC, multiple local and regional buses, Amtrak, Greyhound, and the future Maryland MTA Purple Line. The building will be designed with the goal of achieving LEED certification and is part of the continued development of New Carrollton.



Expected Outcome

Updates and modernizes office space for employees that will streamline business processes, allow departments to be more logically organized and reduce Metro's long-term costs.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will complete construction of the new administrative office building located at New Carrollton in Maryland.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$38.1

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$49.4
FY22 Forecast	\$112.5
Planned Investments	(\$M)
FY23	\$38.1
FY24	\$28.2
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$66.4
10-Year Total (FY23-FY32)	\$66.4
Beyond FY32	\$0.0
Total Estimated Investment	\$228.2

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation											
Implementation and Construction	✓	✓	✓								
Operations Activation		✓									

Rail Station Emergency Egress Improvements (CIP0339)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Description

This program improves first responder assess and direction throughout the Metrorail system. Addresses blocked access to fire department connection (FDCs) on standpipes and sprinklers, lack of access or limited signage of evacuation shafts, and unclear emergency egress routes that could impede first responder access and customer/employee evacuation.



Expected Outcome

Increases the safety of customers and employees by helping first responders reach emergency situations through unimpeded access to the system and improving evacuation routes for employees and customers.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will survey emergency egress routes throughout rail stations systemwide.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.5
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.0
Planned Investments	(\$M)
FY23	\$0.5
FY24	\$0.0
FY25	\$1.0
FY26	\$1.0
FY27	\$1.0
FY28	\$1.0
6-Year Total (FY23-FY28)	\$4.5
10-Year Total (FY23-FY32)	\$11.5
Beyond FY32	TBD

Rail System Standpipe Replacement Program (CIP0341)

Initiative Type: Program
Category: Stations and Passenger Facilities
Location: Systemwide

Mode: Rail
Program: Station Systems
Federal Participation (all years): TBD

Description

This program replaces dry standpipes throughout the system that have reached the end of their useful life or need to be replaced based on asset condition.



Expected Outcome

Replaces dry standpipes used to extinguish fires in Metrorail tunnels and station platforms to keep assets in a state of good repair and in compliance with national and local regulatory maintenance standards.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro plans to complete work on the Green Line and award a contract to replace dry standpipes for next phase of priority locations.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$4.1

Investments	(\$M)
FY22 Forecast	\$10.9
Planned Investments	(\$M)
FY23	\$4.1
FY24	\$2.9
FY25	\$10.4
FY26	\$10.0
FY27	\$10.0
FY28	\$10.0
6-Year Total (FY23-FY28)	\$47.4
10-Year Total (FY23-FY32)	\$195.0
Beyond FY32	TBD

Information Technology Hardware State of Good Repair (CIP0342)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: IT
Federal Participation (all years): No

Description

This program implements data center infrastructure technology improvements to achieve higher operational efficiencies, increases capacity and service availability and reduces risk to the underlying business functions and communications network.



Expected Outcome

Supports continuity of operations by providing efficient, reliable, and secure computing and network infrastructure, communications hardware, and edge devices.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will upgrade or replace outdated hardware assets, perform network maintenance to support operational needs, and continue ongoing computing equipment replacements.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$4.0
Dedicated Funding	\$12.1
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$19.6
Planned Investments	(\$M)
FY23	\$16.1
FY24	\$15.5
FY25	\$15.8
FY26	\$16.2
FY27	\$16.5
FY28	\$16.9
6-Year Total (FY23-FY28)	\$97.0
10-Year Total (FY23-FY32)	\$167.6
Beyond FY32	TBD

Accounting Capital Program Support (CIP0347)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Description

This program provides accounting support to Metro's capital program. This includes tracking depreciation, maintaining an inventory of capital assets, reviewing invoices for projects and communicating with stakeholders.



Expected Outcome

Financial reporting entries for expenses and capital assets. This includes documenting depreciation of fixed assets and conducting a biannual inventory of capital assets. This program supports accurate and reliable financial reporting.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue to provide accounting services to the capital program, including review and control of expenditures.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$2.3
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.9
Planned Investments	(\$M)
FY23	\$2.3
FY24	\$2.4
FY25	\$2.4
FY26	\$2.4
FY27	\$2.4
FY28	\$2.4
6-Year Total (FY23-FY28)	\$14.1
10-Year Total (FY23-FY32)	\$23.5
Beyond FY32	TBD

Structural Rehabilitation - Package A (CIP0348)

Initiative Type: Project
Category: Track and Structures Rehabilitation
Location: Systemwide

Mode: Rail
Program: Structures
Federal Participation (all years): Yes

Description

This project rehabilitates structural and system components of bridges, aerial structures, and the station platform canopy at Rockville Station.



Expected Outcome

Addresses structural issues on bridges, aerial structures, and the Rockville Station canopy identified during Metro safety inspections. Prevents emergency shutdowns of rail service due to structural deficiencies.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will complete structural rehabilitation of Minnesota Avenue aerial structure, Grosvenor aerial structure, and 6 segmental bridges. The segmental bridges are located at Cameron Run, Eisenhower Avenue, South Van Dorn Street, Naylor Road, and two at Branch Avenue.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$10.1
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$19.9

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$6.4
FY22 Forecast	\$53.9
Planned Investments	(\$M)
FY23	\$30.1
FY24	\$4.9
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$35.0
10-Year Total (FY23-FY32)	\$35.0
Beyond FY32	\$0.0
Total Estimated Investment	\$95.3

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation											
Implementation and Construction	✓	✓	✓								
Operations Activation	✓	✓									

Yellow Line Tunnel and Bridge Rehabilitation (CIP0349)

Initiative Type: Project
Category: Track and Structures Rehabilitation
Location: District of Columbia

Mode: Rail
Program: Structures
Federal Participation (all years): TBD

Description

This project rehabilitates sections of tunnel and the Potomac River Bridge located between L'Enfant Plaza and Pentagon Stations.



Expected Outcome

Prevents failure of the Yellow Line tunnel by addressing structural degradation of the tunnel liner. Extends the life of the tunnel and bridge to maintain the continuity of service and safety of Metro's customers and employees.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will begin rehabilitation of the steel tunnel liner on the Yellow Line between L'Enfant Station and the Potomac River bridge, structural repairs of the Potomac River Bridge, and upgrade to drainage pumping systems.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$208.7

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$2.8
FY22 Forecast	\$28.5
Planned Investments	(\$M)
FY23	\$208.7
FY24	\$21.1
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$229.8
10-Year Total (FY23-FY32)	\$229.8
Beyond FY32	\$0.0
Total Estimated Investment	\$261.1

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation	✓										
Implementation and Construction	✓	✓	✓								
Operations Activation	✓	✓									

Rail Station Platform Canopy Rehabilitation Program (CIP0352)

Initiative Type: Program
Category: Stations and Passenger Facilities
Location: Systemwide

Mode: Rail
Program: Platforms & Structures
Federal Participation (all years): TBD

Description

This program replaces or rehabilitates platform canopies at various Metrorail stations to maintain them in a state of good repair.



Expected Outcome

Provides customers with shelter from the elements on outdoor platforms and extends the life of Metro's platform assets and helps prevent future safety issues.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will complete canopy rehabilitation at Twinbrook Station, and plan next phase of rehabs based on completed systemwide assessment and prioritization of station platform canopies.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$3.1
Planned Investments	(\$M)
FY23	\$0.0
FY24	\$5.0
FY25	\$5.0
FY26	\$5.0
FY27	\$5.0
FY28	\$5.0
6-Year Total (FY23-FY28)	\$25.0
10-Year Total (FY23-FY32)	\$45.0
Beyond FY32	TBD

ePerformance and eCompensation Upgrades (CIP0354)

Initiative Type: Project
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: IT
Federal Participation (all years): No

Description

This project develops and deploys new modules for ePerformance and eCompensation, including the design, requirements, development, testing, and deployment of these modules.



Expected Outcome

Aligns organizational resources and systems for employee performance to improve analysis of performance-related metrics and increase options for data-driven gap analysis. Improves compensation programs for employees through planning, administration, and reporting activities.

Strategic Drivers



Near Term Deliverables

Begin and complete the requirements, design, development, testing and deployment cycle for the next user community (L689 and L922) for the employee performance and compensation application.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.7
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$0.0
FY22 Forecast	\$0.9
Planned Investments	(\$M)
FY23	\$0.7
FY24	\$1.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$1.7
10-Year Total (FY23-FY32)	\$1.7
Beyond FY32	\$0.0
Total Estimated Investment	\$2.6
Total Est. Investment Change from Prior	\$-24.5
Primary Reason: Scope moved to CIP0331.	

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation	✓										
Implementation and Construction	✓	✓	✓								
Operations Activation	✓	✓	✓								

Zero Emission Bus Acquisition and Evaluation (CIP0355)

Initiative Type: Project
Category: Bus, Bus Facilities & Paratransit
Location: Systemwide

Mode: Bus
Program: Acquisition
Federal Participation (all years): Yes

Description

This project purchases electric buses and evaluates the transition of the fleet to zero emissions technology. Results of the evaluation will inform, guide, and direct Metro's future bus fleet strategy and plans for supporting equipment and infrastructure.



Expected Outcome

Results of the pilot will inform and guide Metro's strategy for the future bus fleet. Zero-emission buses are expected to bring value by reducing local air pollution, providing a quieter, smoother ride and supporting a more livable region.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will take delivery of approximately 12 electric buses, complete charging station equipment installation at Shepherd Parkway Bus Facility, and begin pilot phase testing of the buses and charging infrastructure.

Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$0.0
FY22 Forecast	\$11.6
Planned Investments	(\$M)
FY23	\$12.2
FY24	\$3.3
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$15.5
10-Year Total (FY23-FY32)	\$15.5
Beyond FY32	\$0.0
Total Estimated Investment	\$27.1

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$10.2
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$2.0

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation	✓										
Implementation and Construction	✓	✓	✓								
Operations Activation		✓									

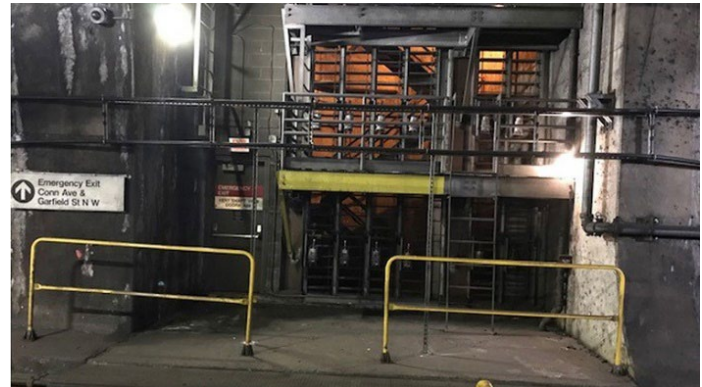
Tunnel Ventilation Improvements - Red Line Pilot (CIP0356)

Initiative Type: Project
Category: Track and Structures Rehabilitation
Location: District of Columbia

Mode: Rail
Program: Structures
Federal Participation (all years): No

Description

The project performs a pilot and evaluation to add ventilation fans and upgrade shaft components. The pilot will be implemented on the Red Line between Woodley Park through Cleveland Park Metrorail Stations. If successful, the project will serve as a proof of concept for future designs across the Metrorail System and will be used to update Metro's ventilation design criteria.



Expected Outcome

Improves ventilation infrastructure to expel smoke from tunnels in the event of a fire incident.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will complete the Red-Line pilot and evaluate its effectiveness while considering system wide tunnel ventilation improvements.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$12.6

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$4.8
FY22 Forecast	\$40.5
Planned Investments	(\$M)
FY23	\$12.6
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$12.6
10-Year Total (FY23-FY32)	\$12.6
Beyond FY32	\$0.0
Total Estimated Investment	\$57.9

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation											
Implementation and Construction	✓	✓									
Operations Activation		✓									

Cybersecurity Legacy Software Improvements (CIP0357)

Initiative Type: Project
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: IT
Federal Participation (all years): TBD

Description

This project will improve, maintain and upgrade applications to improve cybersecurity.



Expected Outcome

Protects Metro IT systems from cybersecurity risks through direct improvements, maintenance and upgrade of existing systems and technologies across the system.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will complete security assessments of systems, modify, upgrade, replace and decommission technology based on these assessments.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$3.7
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$0.0
FY22 Forecast	\$3.7
Planned Investments	(\$M)
FY23	\$3.7
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$3.7
10-Year Total (FY23-FY32)	\$3.7
Beyond FY32	\$0.0
Total Estimated Investment	\$7.4

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation											
Implementation and Construction	✓	✓									
Operations Activation											

Business Systems State of Good Repair (CIP0358)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: IT
Federal Participation (all years): TBD

Description

This program supports state of good repair activities for critical business applications including web applications, timekeeping and enterprise resource planning (ERP) systems.



Expected Outcome

Provides continuity of operations and data security of critical information software applications.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue maintaining and enhancing the portfolio of software applications to meet operating and business requirements.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$19.7
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.0
Planned Investments	(\$M)
FY23	\$19.7
FY24	\$18.5
FY25	\$16.0
FY26	\$16.4
FY27	\$16.8
FY28	\$17.2
6-Year Total (FY23-FY28)	\$104.5
10-Year Total (FY23-FY32)	\$178.0
Beyond FY32	TBD

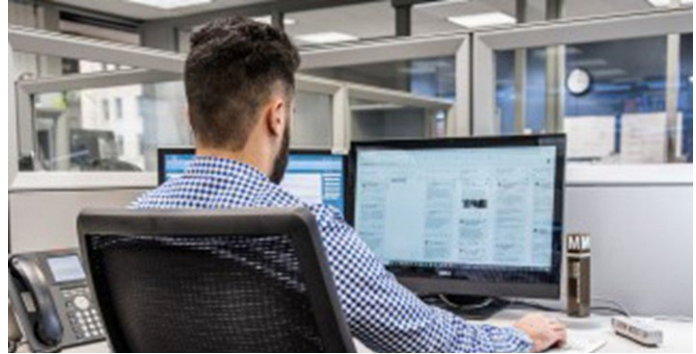
Enterprise Technology Platforms State of Good Repair (CIP0359)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: IT
Federal Participation (all years): No

Description

This program supports state of good repair activities for critical enterprise shared services including business intelligence, storing and building data structures and other enterprise tools.



Expected Outcome

This program supports tools and applications, as well as other shared services, utilized by both the Metro Business and Transit teams for their day-to-day sustainment operations.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue implementation of functional improvements, system integrations, data management, reporting, new modules, new applications, and maintaining and enhancing existing applications.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$5.7
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.0
Planned Investments	(\$M)
FY23	\$5.7
FY24	\$5.2
FY25	\$4.8
FY26	\$4.9
FY27	\$5.0
FY28	\$5.2
6-Year Total (FY23-FY28)	\$30.8
10-Year Total (FY23-FY32)	\$53.2
Beyond FY32	TBD

Transit Systems State of Good Repair (CIP0360)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: IT
Federal Participation (all years): No

Description

This program supports state of good repair activities for critical transit applications including Bus, Rail, Asset Management, Safety and Metro Transit Police Department (MTPD) systems.



Expected Outcome

Metro will continue to support the customer-facing services and related applications. This includes support for MTPD, Safety, Asset Management related to engineering and infrastructure assets, Geographic information system, Fare Collection, and other customer-facing websites.

Strategic Drivers



Near Term Deliverables

Metro will continue maintaining and improving the Advanced Information Management platform that provides automated operational support for the Rail system, Passenger Information Display (PIDS), Rail Station Bus Information display (RSBI), CAD/RMS support for MTPD (Metro Police), Safety Measurement System, and Asset Management applications for documenting and tracking engineering and infrastructure assets.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$15.5
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.0
Planned Investments	(\$M)
FY23	\$15.5
FY24	\$14.5
FY25	\$13.3
FY26	\$13.7
FY27	\$14.1
FY28	\$14.5
6-Year Total (FY23-FY28)	\$85.7
10-Year Total (FY23-FY32)	\$148.4
Beyond FY32	TBD

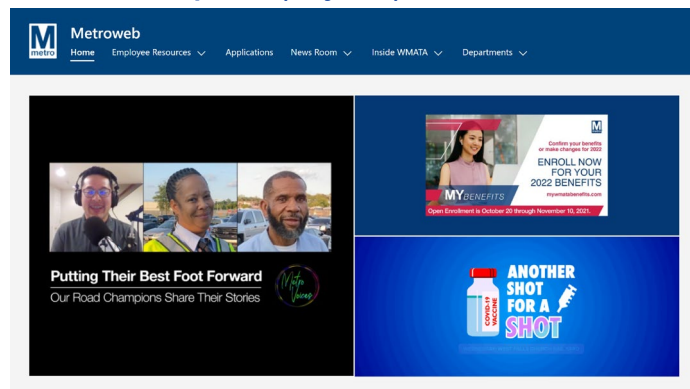
Service Oriented Architecture (SOA) Program (CIP0361)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: IT
Federal Participation (all years): No

Description

Service-Oriented Architecture (SOA) application platform enables organizations to share independent services to accomplish business goals. SOA enables the development of applications to be more efficient and secure. This supports the ability to adjust applications to align with changing business needs.



Expected Outcome

SOA offers flexibility by providing infrastructure automation and tools, thereby achieving a reduction in integration costs, as well as their efficient and effective coordination. SOA architecture enables IT structures to align to business goals.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue maintaining and improving its SOA services and systems to meet operating and business requirements.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$1.3
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.0
Planned Investments	(\$M)
FY23	\$1.3
FY24	\$1.2
FY25	\$1.1
FY26	\$1.1
FY27	\$1.2
FY28	\$1.2
6-Year Total (FY23-FY28)	\$7.2
10-Year Total (FY23-FY32)	\$12.4
Beyond FY32	TBD

Cyber Security (CIP0363)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: IT
Federal Participation (all years): No

Description

This program supports state of good repair activities for critical cybersecurity software applications.



Expected Outcome

Provides continuity of operations and data security of software applications.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue maintaining and improving cybersecurity software applications to meet operating and business requirements.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.4
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.0
Planned Investments	(\$M)
FY23	\$0.4
FY24	\$0.5
FY25	\$0.5
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$1.4
10-Year Total (FY23-FY32)	\$1.4
Beyond FY32	TBD

Structural Rehabilitation – Package B (CIP0370)

Initiative Type: Project
Category: Track and Structures Rehabilitation
Location: Systemwide

Mode: Rail
Program: Structures
Federal Participation (all years): Yes

Description

This project rehabilitates bridges and aerial structures.



Expected Outcome

Address issues on bridges and aerial structures identified during Metro safety inspections. Prevents emergency shutdowns of rail service due to structural deficiencies.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will design and contract for the repair of approximately 21 bridges: 1) Orange Line 495 Aerial, 2) Greenbelt Station Outer Loop Ramp Bridge 3) Greenbelt Inner Loop Aerial, 4) Greenbelt Station Bridge #1, 5) Route 7 Bridge, 6) Route 7 Ramp Bridge, 7) E-Line CSX Bridge 8) Greenbelt Station Beltway Crossing Bridge 9) Berwyn Rd. 10) Frederick Ave. Pedestrian Bridge 11) Dunn Loring Pedestrian Bridge 12) Vienna Station-North, 13) Vienna Station-South Pedestrian Bridge, 14) West Falls Church Station Pedestrian Bridge, 15) Park Rd. Bridge, 16) Aspen St. Bridge, 17) Georgia Ave. Bridge, 18) Piney Branch Rd. Bridge, 19) Riggs Rd. Bridge, 20) Van Buren St. Bridge, 21) Westmoreland St. Bridge.

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$2.1
PRIIA/RSI Grants	\$0.0
System Performance	\$0.6
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$0.0
FY22 Forecast	\$0.0
Planned Investments	(\$M)
FY23	\$2.7
FY24	\$44.9
FY25	\$29.8
FY26	\$13.1
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$90.5
10-Year Total (FY23-FY32)	\$90.5
Beyond FY32	\$0.0
Total Estimated Investment	\$90.5

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation		✓									
Implementation and Construction			✓	✓	✓						
Operations Activation			✓	✓	✓						

West Falls Church Development (CIP0371)

Initiative Type: Project
Category: Business & Operations Support
Location: West Falls Church Rail Station

Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Description

This project redevelops the West Falls Church Station parking lots and reconfigures the bus loop and kiss and ride at the station to create a street grid and connecting roads as part of a joint development.



Expected Outcome

Increase ridership and improve station access and the customer experience.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Begin design and development.

Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$0.0
FY22 Forecast	\$0.0
Planned Investments	(\$M)
FY23	\$0.1
FY24	\$0.5
FY25	\$5.0
FY26	\$9.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$14.6
10-Year Total (FY23-FY32)	\$14.6
Beyond FY32	\$0.0
Total Estimated Investment	\$14.6

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.1
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation		✓	✓								
Implementation and Construction				✓	✓						
Operations Activation					✓						

Station Revitalization (CIP0372)

Initiative Type: Project
Category: Stations and Passenger Facilities
Location: Systemwide

Mode: Rail
Program: Station Systems
Federal Participation (all years): Yes

Description

This project will replace station systems including fire alarm systems, closed circuit television cameras, public address systems, lighting, station tile, customer information digital displays, static station signage and wayfinding at 18 stations (Farragut West, Judiciary Square, Union Station, National Airport, Mt. Vernon Square, Smithsonian, Federal Center SW, L'Enfant Plaza, Waterfront, McPherson Sq, Federal Triangle, Metro Center, Farragut North, Gallery Place, Archives, Foggy Bottom, Rosslyn and Court House)

Expected Outcome

Improve customer safety, upgrade information systems, and maintain fire and life safety assets in a state of good repair.



Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Design and initiate contracting for these improvements.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$7.5
PRIIA/RSI Grants	\$0.0
System Performance	\$0.7
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$0.0
FY22 Forecast	\$0.0
Planned Investments	(\$M)
FY23	\$8.2
FY24	\$45.4
FY25	\$53.7
FY26	\$61.0
FY27	\$62.6
FY28	\$54.9
6-Year Total (FY23-FY28)	\$285.8
10-Year Total (FY23-FY32)	\$300.0
Beyond FY32	\$0.0
Total Estimated Investment	\$300.4

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation		✓									
Implementation and Construction			✓	✓	✓	✓	✓				
Operations Activation			✓	✓	✓	✓					

D&E Railcar Acquisition (CIP8001)

Initiative Type: Program
Category: Railcar and Railcar Facilities
Location: Systemwide

Mode: Rail
Program: Acquisition
Federal Participation (all years): No

Description

This program provides surveys, studies, engineering, and design tasks to support new railcar acquisition efforts.



Expected Outcome

Supports efforts to develop and prioritize projects related to railcar fleet acquisition needs. Railcar projects aid in maintaining a state of good repair of the railcar fleet by replacing the least reliable and poorest performing vehicles.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

No planned deliverables in FY2023. Project will resume in FY2024 to update the Rail Fleet Plan.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.0
Planned Investments	(\$M)
FY23	\$0.0
FY24	\$0.5
FY25	\$0.8
FY26	\$0.0
FY27	\$0.0
FY28	\$0.5
6-Year Total (FY23-FY28)	\$1.8
10-Year Total (FY23-FY32)	\$1.8
Beyond FY32	TBD

D&E Railcar Maint/Overhaul (CIP8003)

Initiative Type: Program
Category: Railcar and Railcar Facilities
Location: Systemwide

Mode: Rail
Program: Maintenance/Overhaul
Federal Participation (all years): No

Description

This program provides surveys, studies, engineering, and design tasks to support new railcar reliability maintenance and overhaul efforts.



Expected Outcome

Supports efforts to develop and prioritize projects related to maintenance and overhaul needs to improve railcar fleet reliability and safety. This work maintains railcar fleet in a state of good repair to prevent future safety and reliability concerns.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Planning for future work.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.0
Planned Investments	(\$M)
FY23	\$0.0
FY24	\$0.0
FY25	\$2.5
FY26	\$2.5
FY27	\$0.0
FY28	\$0.1
6-Year Total (FY23-FY28)	\$5.1
10-Year Total (FY23-FY32)	\$5.1
Beyond FY32	TBD

D&E Rail Yard Improvements (CIP8005)

Initiative Type: Program
Category: Railcar and Railcar Facilities
Location: Systemwide

Mode: Rail
Program: Maintenance Facilities
Federal Participation (all years): No

Description

This program provides surveys, studies, engineering, and designs to support rail yard improvements.



Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging rail maintenance facility needs before committing to larger investments.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will complete assessments of rail yard needs to determine state of good repair requirements, possibilities for expansion or optimization of space within the rail yards, investments needed to optimize the delivery of rail service for each yard, and opportunities to expand rail yard capacity to meet future demand.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.5
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.5
Planned Investments	(\$M)
FY23	\$0.5
FY24	\$0.5
FY25	\$0.3
FY26	\$0.0
FY27	\$1.0
FY28	\$15.0
6-Year Total (FY23-FY28)	\$17.2
10-Year Total (FY23-FY32)	\$241.2
Beyond FY32	TBD

D&E Electrical Improvements (CIP8007)

Initiative Type: Program
Category: Rail Systems
Location: Systemwide

Mode: Rail
Program: Power
Federal Participation (all years): No

Description

This program provides surveys, studies, engineering, and designs to support train propulsion needs that may lead to future capital initiatives.



Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging needs before committing to larger investments.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will develop the Red Tag equipment implementation plan and design, system-wide. Metro will also continue work to advance the Breaking energy assessment.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.5
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.6
Planned Investments	(\$M)
FY23	\$0.5
FY24	\$1.1
FY25	\$1.2
FY26	\$0.2
FY27	\$1.2
FY28	\$0.2
6-Year Total (FY23-FY28)	\$4.3
10-Year Total (FY23-FY32)	\$4.3
Beyond FY32	TBD

Future Traction Power Projects (CIP8008)

Initiative Type: Program
Category: Rail Systems
Location: Systemwide

Mode: Rail
Program: Power
Federal Participation (all years): No

Description

This program identifies new traction power investment needs with the potential to develop into future projects based on outcomes of the development and evaluation process.



Expected Outcome

Identifies potential future investments as developments and evaluation efforts are undertaken to assess alternatives.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

No planned deliverables in FY2023.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.0
Planned Investments	(\$M)
FY23	\$0.0
FY24	\$0.0
FY25	\$10.9
FY26	\$5.7
FY27	\$26.6
FY28	\$24.3
6-Year Total (FY23-FY28)	\$67.4
10-Year Total (FY23-FY32)	\$249.5
Beyond FY32	\$127.0

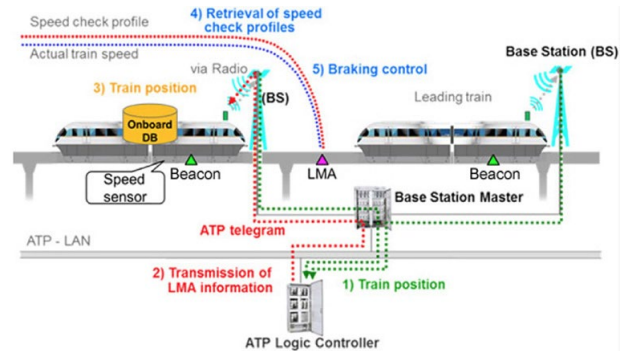
Future Signals and Communications Improvements (CIP8010)

Initiative Type: Program
Category: Rail Systems
Location: Systemwide

Mode: Rail
Program: Signals & Communications
Federal Participation (all years): TBD

Description

This program identifies new signals and communications investment needs with the potential to develop into future projects based on outcomes of the development and evaluation process.



Expected Outcome

Identifies potential future investments as developments and evaluation efforts are undertaken to assess alternatives.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

No planned deliverables in FY2023.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.0
Planned Investments	(\$M)
FY23	\$0.0
FY24	\$0.0
FY25	\$0.0
FY26	\$5.0
FY27	\$8.0
FY28	\$10.0
6-Year Total (FY23-FY28)	\$23.0
10-Year Total (FY23-FY32)	\$143.0
Beyond FY32	\$2,130.0

D&E Fixed Rail Improvements (CIP8011)

Initiative Type: Program
Category: Track and Structures Rehabilitation
Location: Systemwide

Mode: Rail
Program: Fixed Rail
Federal Participation (all years): No

Description

This program supports the development and evaluation of new initiatives associated with railway improvements.



Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging needs before committing to larger investments.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will pilot composite ties and study restraining rail and turnout designs.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.8
Planned Investments	(\$M)
FY23	\$0.0
FY24	\$1.7
FY25	\$0.0
FY26	\$1.5
FY27	\$0.0
FY28	\$10.6
6-Year Total (FY23-FY28)	\$13.8
10-Year Total (FY23-FY32)	\$29.8
Beyond FY32	TBD

D&E Track Structures Improvements (CIP8013)

Initiative Type: Program
Category: Track and Structures Rehabilitation
Location: Systemwide

Mode: Rail
Program: Structures
Federal Participation (all years): No

Description

This program supports Metro's efforts to complete surveys, studies, engineering, and design tasks for tracks' and structures' capital initiatives.



Expected Outcome

Supports efforts to develop and evaluate potential solutions for emerging track and structural needs before committing to larger investments.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue a study to address crowding in trains and stations and congestion within the busy Blue/Orange/Silver Line shared corridor. Also, completing design for extending pocket track at D&G junction.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$2.8
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$3.6
Planned Investments	(\$M)
FY23	\$2.8
FY24	\$3.4
FY25	\$3.1
FY26	\$2.0
FY27	\$7.4
FY28	\$19.9
6-Year Total (FY23-FY28)	\$38.5
10-Year Total (FY23-FY32)	\$84.0
Beyond FY32	TBD

Future Track and Structures Improvements (CIP8014)

Initiative Type: Program
Category: Track and Structures Rehabilitation
Location: Systemwide

Mode: Rail
Program: Structures
Federal Participation (all years): No

Description

This program identifies new track and structures investment needs with the potential to develop into future projects based on outcomes of the development and evaluation process.



Expected Outcome

Identifies potential future investments as developments and evaluation efforts are undertaken to assess alternatives.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

No planned deliverables in FY2023.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.0
Planned Investments	(\$M)
FY23	\$0.0
FY24	\$7.0
FY25	\$9.6
FY26	\$5.0
FY27	\$5.0
FY28	\$10.0
6-Year Total (FY23-FY28)	\$36.6
10-Year Total (FY23-FY32)	\$95.6
Beyond FY32	\$87.0

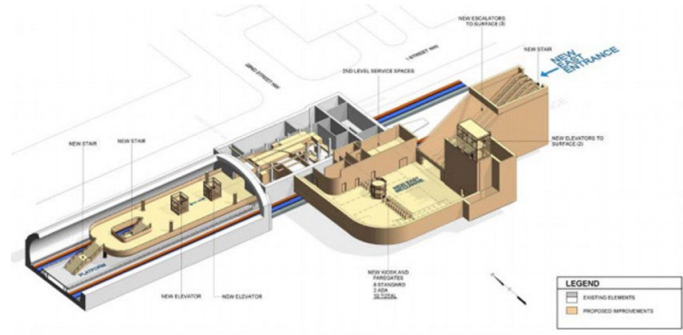
Future Platforms & Structures (CIP8016)

Initiative Type: Program
Category: Stations and Passenger Facilities
Location: Systemwide

Mode: Rail
Program: Platforms & Structures
Federal Participation (all years): TBD

Description

This program provides surveys, studies, engineering, and designs to support platform and structures improvement efforts that may lead to future capital initiatives.



Foggy Bottom In-progress Model of Station Enhancements

Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging needs before committing to larger future investments.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

No planned deliverables in FY2023.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.0
Planned Investments	(\$M)
FY23	\$0.0
FY24	\$0.0
FY25	\$2.0
FY26	\$7.7
FY27	\$15.0
FY28	\$57.0
6-Year Total (FY23-FY28)	\$81.7
10-Year Total (FY23-FY32)	\$291.5
Beyond FY32	\$875.0

D&E Passenger Facility Improvements (CIP8019)

Initiative Type: Program
Category: Stations and Passenger Facilities
Location: Systemwide

Mode: Rail
Program: Station Systems
Federal Participation (all years): No

Description

This program identifies improvements needed for Metro's passenger facilities. Supports the development of designs and evaluates potential solutions.

LN	CAR	DESTINATION	MIN
BL	6	Frnconia	6
YL	8	Hntingtn	9
BL	6	Frnconia	18
YL	8	Hntingtn	21
BL	6	Frnconia	24

Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging needs before committing to larger investments.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue evaluation of implementation strategy for systemwide upgrades to the Passenger Information Display System.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.5
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$1.1
Planned Investments	(\$M)
FY23	\$0.5
FY24	\$5.0
FY25	\$5.3
FY26	\$11.8
FY27	\$15.7
FY28	\$7.0
6-Year Total (FY23-FY28)	\$45.4
10-Year Total (FY23-FY32)	\$88.4
Beyond FY32	TBD

D&E Bus & Paratransit Improvements (CIP8021)

Initiative Type: Program
Category: Bus, Bus Facilities & Paratransit
Location: Systemwide

Mode: Bus
Program: Acquisition
Federal Participation (all years): No

Description

This program provides surveys, studies, engineering, and designs related to new bus and paratransit efforts that may lead to future capital initiatives. Metro will evaluate the feasibility of transitioning some of its bus fleet to electric vehicles and develop preliminary plans for infrastructure requirements to support an electric bus fleet.



Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging needs before committing to larger investments.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance design package development for future Zero Emissions Bus garages.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.2
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.3
Planned Investments	(\$M)
FY23	\$0.2
FY24	\$0.3
FY25	\$0.8
FY26	\$0.0
FY27	\$2.5
FY28	\$1.5
6-Year Total (FY23-FY28)	\$5.2
10-Year Total (FY23-FY32)	\$6.2
Beyond FY32	TBD

Future Bus & Paratransit (CIP8022)

Initiative Type: Program
Category: Bus, Bus Facilities & Paratransit
Location: Systemwide

Mode: Bus
Program: Acquisition
Federal Participation (all years): No

Description

This program supports the development of future bus and paratransit vehicle acquisition to address identified needs. This program also supports future purchases of Zero Emissions Buses (ZEB) and associated bus infrastructure equipment to support an electric bus fleet.



Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging needs before committing to larger future investments.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Planning for future bus and paratransit needs.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.0
Planned Investments	(\$M)
FY23	\$0.0
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$30.0
FY28	\$60.0
6-Year Total (FY23-FY28)	\$90.0
10-Year Total (FY23-FY32)	\$191.5
Beyond FY32	TBD

Future Bus Maint/Overhaul Proj (CIP8024)

Initiative Type: Program
Category: Bus, Bus Facilities & Paratransit
Location: Systemwide

Mode: Systemwide
Program: Maintenance/Overhaul
Federal Participation (all years): No

Description

This program supports the development of converting future bus maintenance facilities to meet the needs of maintaining an electric bus fleet. This program also supports future needs related to planning, training and operational support for Zero Emissions Buses.



Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging needs before committing to larger future investments.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

No deliverables planned for FY2023.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.0
Planned Investments	(\$M)
FY23	\$0.0
FY24	\$0.3
FY25	\$5.3
FY26	\$5.3
FY27	\$5.3
FY28	\$5.0
6-Year Total (FY23-FY28)	\$21.0
10-Year Total (FY23-FY32)	\$467.1
Beyond FY32	TBD

D&E Bus Maintenance Facility Improvements (CIP8025)

Initiative Type: Program
Category: Bus, Bus Facilities & Paratransit
Location: Systemwide

Mode: Bus
Program: Maintenance Facilities
Federal Participation (all years): No

Description

This program provides surveys, studies, engineering, and designs related to new bus maintenance facility needs that may lead to future capital initiatives.



Expected Outcome

Supports efforts to identify rehabilitation or replacement needs of bus maintenance facilities and develop and evaluate potential solutions before committing to investments.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will evaluate the need to renovate bus training space and new parking garage at Carmen Turner Facility, and assess improvements to Landover Bus Division training facility.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.2
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.5
Planned Investments	(\$M)
FY23	\$0.2
FY24	\$0.4
FY25	\$0.3
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$0.8
10-Year Total (FY23-FY32)	\$0.8
Beyond FY32	TBD

Future Bus Maintenance Facilities (CIP8026)

Initiative Type: Program
Category: Bus, Bus Facilities & Paratransit
Location: Systemwide

Mode: Bus
Program: Maintenance Facilities
Federal Participation (all years): No

Description

This program identifies new bus maintenance facility investment needs with the potential to develop into future projects based on outcomes of the development and evaluation process.



Expected Outcome

Identifies potential future investments as developments and evaluation efforts are undertaken to assess alternatives.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Continue the National Environmental Policy Act (NEPA) process for Western Bus Garage replacement.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.5
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.0
Planned Investments	(\$M)
FY23	\$0.5
FY24	\$2.3
FY25	\$1.2
FY26	\$11.0
FY27	\$30.0
FY28	\$24.9
6-Year Total (FY23-FY28)	\$69.8
10-Year Total (FY23-FY32)	\$777.9
Beyond FY32	TBD

D&E Bus Passenger Facility Improvements (CIP8027)

Initiative Type: Program
Category: Bus, Bus Facilities & Paratransit
Location: Systemwide

Mode: Bus
Program: Passenger Facilities/Systems
Federal Participation (all years): No

Description

This program provides surveys, studies, engineering, and designs related to bus passenger facilities that may lead to future capital projects or programs.



Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging rehabilitation or replacement needs of bus passenger facilities before committing to larger investments.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

No planned deliverables in FY2023.

Cost (\$M)

Investments	(\$M)
FY22 Forecast	\$0.0
Planned Investments	(\$M)
FY23	\$0.0
FY24	\$0.0
FY25	\$0.0
FY26	\$0.6
FY27	\$11.0
FY28	\$11.5
6-Year Total (FY23-FY28)	\$23.1
10-Year Total (FY23-FY32)	\$31.1
Beyond FY32	TBD

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

D&E Information Technology Improvements (CIP8029)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: IT
Federal Participation (all years): No

Description

This program identifies emerging information technology needs and develops and evaluates potential capital initiatives.



Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging information technology needs before committing to larger investments.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will formulate proposed solutions to critical IT needs including Digital Content Management, Employee Health and Wellness Applications, Enterprise Identity and Access Management (EIAM) and Internet of Things (IoT) Pilot.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$18.2
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$11.9
Planned Investments	(\$M)
FY23	\$18.2
FY24	\$11.1
FY25	\$3.0
FY26	\$2.0
FY27	\$1.0
FY28	\$1.0
6-Year Total (FY23-FY28)	\$36.3
10-Year Total (FY23-FY32)	\$40.3
Beyond FY32	TBD

Future Information Technology Projects (CIP8030)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: IT
Federal Participation (all years): No

Description

This program identifies new information technology investments needs with the potential to develop into future projects based on outcomes of the development and evaluation process.



Expected Outcome

Identifies potential future investments as development and evaluation efforts are undertaken to assess alternatives.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will develop solutions for emerging information technology needs.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.0
Planned Investments	(\$M)
FY23	\$0.0
FY24	\$2.4
FY25	\$18.4
FY26	\$17.6
FY27	\$8.3
FY28	\$13.9
6-Year Total (FY23-FY28)	\$60.7
10-Year Total (FY23-FY32)	\$105.3
Beyond FY32	TBD

Future Metro Transit Police Projects (CIP8032)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: MTPD
Federal Participation (all years): No

Description

This program identifies new Metro Transit Police investment needs with the potential to develop into future projects based on outcomes of the development and evaluation process.



Expected Outcome

Identifies potential future investments as developments and evaluation efforts are undertaken to assess alternatives.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

No planned activity in FY2023.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.0
Planned Investments	(\$M)
FY23	\$0.0
FY24	\$2.2
FY25	\$3.2
FY26	\$3.2
FY27	\$6.0
FY28	\$5.0
6-Year Total (FY23-FY28)	\$19.5
10-Year Total (FY23-FY32)	\$165.4
Beyond FY32	TBD

D&E Support Equipment Improvements (CIP8033)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Description

This program evaluates the purchase of equipment, services, and support systems.



Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging needs before committing to larger investments.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

No planned deliverables in FY2023. Metro will continue initiatives in out-years of capital program.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.5
Planned Investments	(\$M)
FY23	\$0.0
FY24	\$0.7
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$2.1
6-Year Total (FY23-FY28)	\$2.7
10-Year Total (FY23-FY32)	\$48.3
Beyond FY32	TBD

Future Support Equipment Projects (CIP8034)

Initiative Type: Program
Category: Business & Operations Support
Location: Systemwide

Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Description

This program identifies new equipment and services investment needs with the potential to develop into future projects based on outcomes of the development and evaluation process.



Expected Outcome

Identifies potential future investments as development and evaluation efforts are undertaken to assess alternatives.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will purchase medical equipment for the Occupational Health and Wellness Department.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.5
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$0.3
Planned Investments	(\$M)
FY23	\$0.5
FY24	\$0.5
FY25	\$0.5
FY26	\$0.5
FY27	\$0.5
FY28	\$13.5
6-Year Total (FY23-FY28)	\$16.0
10-Year Total (FY23-FY32)	\$18.0
Beyond FY32	TBD

Planning Support for the District of Columbia (CRB0005)

Initiative Type: Program
Category: Business & Operations Support
Location: District of Columbia

Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Description

This program facilitates planning and design of potential future transit projects and transit oriented development efforts which create pedestrian-oriented, mixed-use communities centered around Metro stations. This also includes other projects that are of priority interest to Metro and the District of Columbia.



Expected Outcome

Facilitates improvements in station circulation, station access, regional transportation planning, and joint development activities that are of mutual interest to Metro and the District of Columbia.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will begin development and evaluation of station improvements at Farragut West, and bus transfer improvements at Anacostia Station. Metro will also continue, planning requirements for other station passenger circulation improvements, joint developments, and bus facilities as requested by the District of Columbia.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$1.1
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$1.8
Planned Investments	(\$M)
FY23	\$1.1
FY24	\$1.0
FY25	\$1.0
FY26	\$1.0
FY27	\$1.0
FY28	\$1.0
6-Year Total (FY23-FY28)	\$6.1
10-Year Total (FY23-FY32)	\$10.1
Beyond FY32	TBD

Planning Support for Maryland Jurisdictions (CRB0009)

Initiative Type: Program
Category: Business & Operations Support
Location: State of Maryland

Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Description

This program facilitates planning and design of potential future transit projects and transit oriented development efforts which create pedestrian-oriented, mixed-use communities centered around Metro stations. This also includes other projects that are of priority interest to Metro and the Maryland jurisdictions.



Expected Outcome

Facilitates improvements in station circulation, station access, regional transportation planning, and joint development activities that are of mutual interest to Metro and the Maryland jurisdictions.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue development and evaluation of station improvements at Bethesda and Twinbrook. Metro will also continue, planning requirements for other station passenger circulation improvements, joint developments, and bus facilities as requested by localities in Maryland.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.9
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$1.8
Planned Investments	(\$M)
FY23	\$0.9
FY24	\$1.0
FY25	\$1.0
FY26	\$1.0
FY27	\$1.0
FY28	\$1.0
6-Year Total (FY23-FY28)	\$5.9
10-Year Total (FY23-FY32)	\$9.9
Beyond FY32	TBD

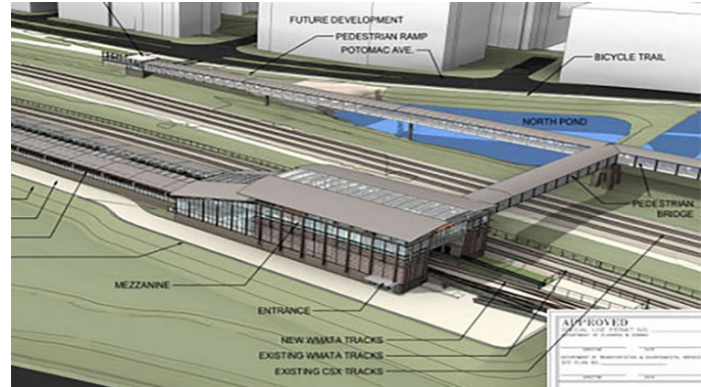
Potomac Yard Station Construction (CRB0013)

Initiative Type: Project
Category: Stations and Passenger Facilities
Location: Commonwealth of Virginia

Mode: Rail
Program: Platforms & Structures
Federal Participation (all years): No

Description

The project supports the design and construction of a new Metrorail station on the Yellow and Blue Lines between the existing Braddock Road and Ronald Reagan Washington National Airport Stations. This project is a partnership between Metro and the City of Alexandria, which is funding the new station.



Expected Outcome

Increases access to Metrorail in the City of Alexandria, accommodating economic development, reduced vehicle traffic, and improved quality of life in the City of Alexandria and the surrounding community.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will complete construction of the South Access Pavilion, retaining wall, and restoration of wetlands. Station is expected to open for passenger service in FY2023.

Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$170.3
FY22 Forecast	\$118.7
Planned Investments	(\$M)
FY23	\$32.2
FY24	\$19.4
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$51.6
10-Year Total (FY23-FY32)	\$51.6
Beyond FY32	\$0.0
Total Estimated Investment	\$340.6

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$32.2
Debt	\$0.0

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation											
Implementation and Construction	✓	✓	✓								
Operations Activation	✓	✓									

Planning Support for Virginia Jurisdictions (CRB0018)

Initiative Type: Program
Category: Business & Operations Support
Location: Commonwealth of Virginia

Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Description

This program facilitates planning and design of potential future transit projects and transit oriented development efforts which create pedestrian-oriented, mixed-use communities centered around Metro stations. This also includes other projects that are of priority interest to Metro and the Virginia jurisdictions.



Expected Outcome

Facilitates improvements in station circulation, station access, regional transportation planning, and joint development activities that are of mutual interest to Metro and the Virginia jurisdictions.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will begin development and evaluation of station improvements at Pentagon City. Metro will coordinate and begin planning requirements for other station passenger circulation improvements, joint developments, and bus facilities as requested by localities in Virginia.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$1.1
Debt	\$0.0

Investments	(\$M)
FY22 Forecast	\$1.8
Planned Investments	(\$M)
FY23	\$1.1
FY24	\$1.0
FY25	\$1.0
FY26	\$1.0
FY27	\$1.0
FY28	\$1.0
6-Year Total (FY23-FY28)	\$6.1
10-Year Total (FY23-FY32)	\$10.1
Beyond FY32	TBD

Silver Line Phase 1 Railcars (CRB0019_19)

Initiative Type: Project
Category: Railcar and Railcar Facilities
Location: Systemwide

Mode: Rail
Program: Acquisition
Federal Participation (all years): No

Description

This project acquires 64 new 7000 series railcars for phase 1 construction of the Silver Line. The railcars are funded by the Metropolitan Washington Airports Authority.



Expected Outcome

Provides additional railcars necessary for the phase 1 portion of the new Silver Line rail service. All railcars have been received.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will achieve final acceptance of user education program, manuals, spare parts catalogs, portable bench testing equipment, and as-builts for base order railcars.

Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$0.0
FY22 Forecast	\$5.5
Planned Investments	(\$M)
FY23	\$5.5
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$16.7
FY28	\$0.0
6-Year Total (FY23-FY28)	\$22.2
10-Year Total (FY23-FY32)	\$22.2
Beyond FY32	\$0.0
Total Estimated Investment	\$27.7

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$5.5
Debt	\$0.0

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation											
Implementation and Construction	✓					✓					
Operations Activation											

Silver Line Phase 2 Construction Support (CRB0020)

Initiative Type: Project
Category: Stations and Passenger Facilities
Location: Commonwealth of Virginia

Mode: Rail
Program: Platforms & Structures
Federal Participation (all years): No

Description

This project supports Phase 2 construction, integration, and infrastructure improvements for the Silver Line extension of six stations. This project is managed and funded by the Metropolitan Washington Airports Authority



Expected Outcome

Provides rail customers a direct connection to Dulles International Airport and better access to rail service for residents, visitors, and businesses in Western Fairfax County and Loudoun County.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will begin passenger service at six new stations.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$3.3
Debt	\$0.0

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$122.1
FY22 Forecast	\$22.1
Planned Investments	(\$M)
FY23	\$3.3
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$3.3
10-Year Total (FY23-FY32)	\$3.3
Beyond FY32	\$0.0
Total Estimated Investment	\$147.5

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation											
Implementation and Construction	✓					✓					
Operations Activation	✓										

Silver Line Phase 2 Railcars (CRB0020_01)

Initiative Type: Project
Category: Railcar and Railcar Facilities
Location: Systemwide

Mode: Rail
Program: Acquisition
Federal Participation (all years): No

Description

This project acquires 64 new 7000 series railcars for phase 2 construction of the Silver Line. The railcars are funded by the Metropolitan Washington Airports Authority.



Expected Outcome

Provides additional railcars necessary for the phase 2 portion of the new Silver Line rail service. All railcars have been received.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will complete 5-year warranty milestone payments for 64 Option 1 railcars.

Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$136.1
FY22 Forecast	\$0.0
Planned Investments	(\$M)
FY23	\$1.2
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$15.3
FY28	\$0.0
6-Year Total (FY23-FY28)	\$16.5
10-Year Total (FY23-FY32)	\$16.5
Beyond FY32	\$0.0
Total Estimated Investment	\$152.6

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$1.2
Debt	\$0.0

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation											
Implementation and Construction		✓				✓					
Operations Activation											

Purple Line Construction Support (CRB0127)

Initiative Type: Project
Category: Stations and Passenger Facilities
Location: Maryland

Mode: Rail
Program: Platforms & Structures
Federal Participation (all years): No

Description

This project supports the Purple Line, a 16-mile light rail transit line extending from Bethesda to New Carrollton. The Maryland Transit Administration (MTA) is managing and funding the development of the line which will connect to four Metrorail stations: Bethesda, Silver Spring, College Park, and New Carrollton. This project includes design and engineering support to integrate Metro facilities with the Purple Line and a new entrance into the South Mezzanine at Bethesda Station.



Expected Outcome

Supports future multi-modal connections that will increase transit access in the region. Increases passengers flexibility and convenience.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will support design and construction efforts to integrate the Purple Line with the Metro rail system. Metro will provide engineering oversight and project management support for this MTA administered project.

Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$15.6
FY22 Forecast	\$4.3
Planned Investments	(\$M)
FY23	\$4.7
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$21.9
6-Year Total (FY23-FY28)	\$26.6
10-Year Total (FY23-FY32)	\$26.6
Beyond FY32	\$0.0
Total Estimated Investment	\$46.4

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$4.7
Debt	\$0.0

Fiscal Year	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
Development and Evaluation											
Implementation and Construction	✓						✓				
Operations Activation	✓						✓				



HOW TO READ THE 10-YEAR CAPITAL PLAN

Capital Plan Summary Tables

The following tables include details regarding all planned and potential investments in the 10-Year Capital Plan. The list includes projects, programs, pilots, concepts, studies, and staff augmentation/contract support initiatives that Metro will consider in the 10-year timeframe. Capital initiatives are organized by the six major investment categories that they fall under: Railcar and Railcar Facilities, Rail Systems, Track and Structure Rehabilitation, Stations and Passenger Facilities, Bus, Bus Facilities and Paratransit, and Business and Operations Support.

The 10-Year Capital Plan tables include total estimated project cost for applicable initiatives. The total estimated project costs were developed based on available historical cost data and established cost estimating standards that Metro recently implemented. As projects are more defined, Metro estimating accuracy will improve.

Estimated cost numbers in the 10-Year Capital Plan tables are displayed in thousands (\$000). Investments that are included in the proposed Budget are indicated with a check mark in the "FY23" column and investments included in the Six-Year Capital Improvement Program (CIP) are noted specifically with a check mark in the "FY23-FY28" column.

Key Table Definitions

CIP. Capital Improvement Program (CIP) identification number that shows the overarching investment group

Project Identification Number. Number assigned to an identified need through the capital program development process

Project Name. Title that describes the intended purpose of the investment.

Project Type. Shows one of six main types of investments:

1. **Study** - A detailed investigation, business case or alternatives analysis resulting in a recommendation regarding the best course of action(s).

2. **Pilot** - Initiated as an experiment, demonstration, or test before introducing a larger-scale initiative.
3. **Project** - An investment with a definable beginning and end involving expenditures and funding for the creation, acquisition, repair, rehabilitation, replacement, modernization, improvement, or expansion of assets.
4. **Program** - An ongoing, annual investment and/or preventive maintenance activity with no defined start or end date.
5. **Concept** - A potential future capital investment that has not been fully explored or developed into a project or program.
6. **Staff Augmentation/Contract Support** - Consulting services or Metro staff that add additional staff or provide expertise to a specific project.

Primary Purpose. Indicates if the proposed investment is a new investment, assessment or study, or state of good repair

Funding Timeframe.

FY23 - Initiative is included in proposed Capital Budget submitted to the Board of Directors

FY23 - FY28 - Initiative is included for consideration in the six-year CIP

FY23 - FY32 - Initiative is included for consideration in the 10-year Capital Plan

Estimate Type.

Total Project Cost Estimate - Select initiatives include total estimated resources to complete a capital project

Rough Order of Magnitude (ROM) - Indicates that the cost estimate is preliminary and developed based on a need identified during the capital program development process

Total Project Cost - Indicates that a total project cost was developed based on initial scope, cost, and schematics



Metro 10-Year Capital Program

CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
Bus and Paratransit									
CIP0002	Bus Onboard Location Equipment and Software Program				\$ 11,734	\$ 26,426	\$ 26,426		
	10413	Metrobus Onboard Location Equipment and Software Replacement	Need	State of Good Repair					
	10953	Real-time Bus Video Software Implementation Support	Need	New Investment					
	11339	Metrobus Onboard Location Equipment and Software Replacement Current Contract	Project	State of Good Repair	✓	✓	✓	TPC	\$ 5,049
CIP0004	Bus Maintenance Facility and Equipment State of Good Repair Program				\$ 4,494	\$ 40,847	\$ 93,418		
	10086	Bus Maintenance and Support Equipment Replacement Program	Program	State of Good Repair	✓	✓	✓		
	10200	Landover Bus Facility Rehabilitation Study	Study	Assessment or Study		✓	✓		
	10225	Bus Restroom and Breakroom Construction and Rehabilitation Program - Tier 3	Need	State of Good Repair			✓	ROM	\$ 5,000
	10338	Dynamometer Replacement	Project	State of Good Repair	✓	✓	✓		
	10913	Bus Garage Rehabilitation - Landover	Need	State of Good Repair		✓	✓	ROM	\$ 47,571
	10914	Bus Garage Rehabilitation - Shepherd Parkway	Need	State of Good Repair			✓		
	10916	Restroom & Breakroom Construction for Bus Operators - Tier 1 Locations	Project	State of Good Repair	✓	✓	✓		
	11179	Bus Maintenance Equipment Replacement for Cinder Bed Road Bus Garage	Need	State of Good Repair				TPC	\$ 2,110
	11504	Takoma Metrorail Station: Restroom and Breakroom Construction	Need	New Investment					
	11574	Bus Restroom & Breakroom Construction - Tier 2 Locations	Need	State of Good Repair		✓	✓		
CIP0005	Bus Vehicle Rehabilitation Program				\$ 76,522	\$ 446,623	\$ 728,298		
	10005	Bus Rehabilitation Program	Program	State of Good Repair	✓	✓	✓		
	10783	Bus Vehicle Corrective Maintenance Program	Corrective Maintenance	State of Good Repair	✓	✓	✓		

*TPC Estimates include expenditures prior to FY23 and projected resources after FY32. Initiatives with no check marks were either expected to be completed in FY22 or require further refinement and development to determine total preliminary estimated cost.

CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
CIP0006	Bus Fleet Acquisition Program				\$ 67,421	\$ 453,460	\$ 773,460		
	10004	Bus Acquisition Program	Need	State of Good Repair		✓	✓		
	11319	Bus Acquisition Program Current Contract	Project	State of Good Repair	✓	✓	✓	ROM	\$ 370,000
CIP0007	Bus Closed Circuit Television Replacement Program				\$ 21,045	\$ 21,045	\$ 51,045		
	10103	Metrobus Closed-Circuit Television (CCTV) Replacement Program	Need	State of Good Repair			✓		
	11335	Metrobus Closed-Circuit Television (CCTV) Replacement Program - Current Contract	Project	State of Good Repair	✓	✓	✓		
CIP0015	MetroAccess Fleet Acquisition				\$ 18,420	\$ 92,992	\$ 152,992		
	10013	MetroAccess Fleet Acquisition Program	Need	State of Good Repair		✓	✓		
	11321	MetroAccess Fleet Acquisition Program (Current Contract)	Project	State of Good Repair	✓	✓	✓	ROM	\$ 41,589
	11396	Real Time Traffic Tablets for MetroAccess Vehicles	Need	New Investment		✓	✓	ROM	\$ 265
CIP0143	Bus Vehicle Preventive Maintenance				\$ 1,000	\$ 6,000	\$ 19,000		
	10007	Bus Vehicle Preventive Maintenance Program	Program	State of Good Repair	✓	✓	✓		
CIP0220	Bus Planning Studies Program				\$ 1,225	\$ 7,225	\$ 12,225		
	10182	Metrobus Planning Studies Program	Program	Assessment or Study	✓	✓	✓		
	10922	Bus Software and Communications Strategy Action Plan	Need	Assessment or Study					
	11273	New Silver Spring/East Montgomery Bus Facility	Study	Assessment or Study		✓	✓		
	11336	Metrobus Planning Studies Program - Transit Service Assessments	Study	Assessment or Study		✓	✓		
	11354	Metrobus Planning Studies Program	Need	Assessment or Study					
CIP0221	Bus Customer Facility Improvements				\$ 24,265	\$ 65,352	\$ 89,452		
	10088	Metrobus Shelter Replacement	Need	State of Good Repair		✓	✓		
	10093	Metrobus System Map and Signage Updates	Program	State of Good Repair	✓	✓	✓		

*TPC Estimates include expenditures prior to FY23 and projected resources after FY32. Initiatives with no check marks were either expected to be completed in FY22 or require further refinement and development to determine total preliminary estimated cost.

CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	10101	Systemwide Bus Stop Accessibility Assessment	Study	Assessment or Study					
	10219	Bus Customer Information Digital Signs (CIEDs) Extension	Need	New Investment		✓	✓		
	10818	Systemwide Bus Stop Accessibility Implementation	Need	Assessment or Study		✓	✓		
	10989	Bus Customer Information Digital Signs (CIEDs) State of Good Repair	Need	State of Good Repair		✓	✓		
	11142	Installation of Bus Bulbs at Bus Stops - Pilot locations	Project	New Investment					
	11243	Bus Bulb Assessment	Study	Assessment or Study		✓	✓		
	11244	Installation of Bus Bulbs at Bus Stops	Need	New Investment		✓	✓	ROM	\$ 6,000
	11301	Multimodal Improvement and Maintenance at Ballston Metrorail Station	Need	State of Good Repair		✓	✓		
	11337	Bus Customer Information Digital Signs (CIEDs) Extension and Maintenance	Project	New Investment	✓	✓	✓		
CIP0254	Bus Priority Program Development				\$ 3,572	\$ 20,940	\$ 35,505		
	10089	Traffic Signal Prioritization Program Development	Project	New Investment	✓	✓	✓		
	10923	Bus Priority Program	Program	New Investment	✓	✓	✓		
CIP0266	Historic Bus Loop and Facility Rehabilitation				\$ -	\$ 842	\$ 842		
	10239	Historic Bus Terminal Rehabilitation	Project	State of Good Repair		✓	✓	TPC	\$ 5,541
CIP0275	New Carrollton Garage and Bus Bays				\$ 40,920	\$ 54,314	\$ 54,314		
	10879	New Carrollton Parking Garage	Project	New Investment	✓	✓	✓	TPC	\$ 79,300
CIP0311	Bladensburg Bus Garage Replacement				\$ 78,412	\$ 348,949	\$ 348,949		
	10579	Bus Garage Replacement - Bladensburg	Project	State of Good Repair	✓	✓	✓	TPC	\$ 341,675
	11553	Bladensburg Bus Garage Conversion for Electric Buses	Need	New Investment		✓	✓	ROM	\$ 77,900
CIP0312	Four Mile Run Bus Garage Rehabilitation				\$ -	\$ 50,281	\$ 50,281		
	10131	Bus Garage Rehabilitation - Four Mile Run	Need	State of Good Repair		✓	✓	ROM	\$ 50,772

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
CIP0315	Northern Bus Garage Replacement				\$ 79,124	\$ 399,164	\$ 399,164		
	10577	Bus Garage Replacement - Northern	Project	State of Good Repair	✓	✓	✓	ROM	\$ 401,200
	11552	Northern Bus Garage Conversion for Electric Buses	Need	New Investment		✓	✓	ROM	\$ 70,000
CIP0355	Zero Emission Bus Acquisition and Evaluation				\$ 12,206	\$ 15,461	\$ 15,461		
	10038	Zero Emission Bus Acquisition and Evaluation	Project	New Investment	✓	✓	✓	ROM	\$ 27,061
CIP8021	D&E Bus & Paratransit Improvements				\$ 230	\$ 5,230	\$ 6,230		
	10668	Metro Access Mobile Application	Need	New Investment		✓	✓		
	10801	MetroAccess Fleet Plan Update	Study	Assessment or Study		✓	✓		
	10802	Bus Fleet Plan Update	Study	Assessment or Study		✓	✓		
	10804	Service Vehicle Fleet Plan	Study	Assessment or Study		✓	✓		
	10915	Mount Rainier Bus Terminal Rehabilitation	Need	State of Good Repair		✓	✓		
	10934	Electric Bus Pilot Support	Project	New Investment	✓	✓	✓		
CIP8022	Future Bus & Paratransit				\$ -	\$ 90,000	\$ 191,469		
	10829	Zero Emission Bus Fleet Conversion	Need	New Investment		✓	✓	ROM	\$ 191,469
CIP8024	Future Bus Maint/Overhaul Proj				\$ -	\$ 21,000	\$ 467,056		
	10673	Design for Blue Plains and Shepherd Parkway Roadway Improvements	Need	Assessment or Study			✓	ROM	\$ 3,856
	11264	Non Revenue Vehicle and MetroAccess - Zero-Emission Conversion Strategic Plan	Need	Assessment or Study		✓	✓		
	11551	Future Bus Garage Conversions for Zero Emission Buses	Need	New Investment			✓	ROM	\$ 442,200
	11554	Zero-Emission Vehicle Program Planning, Training and Operational Support	Need	New Investment		✓	✓	ROM	\$ 20,000
CIP8025	D&E Bus Maintenance Facility Improvements				\$ 200	\$ 800	\$ 800		
	10033	Carmen Turner Facility (CTF) Building and Employee Garage Improvement Study	Study	Assessment or Study					

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	10108	Montgomery Bus Facility Rehabilitation Study	Study	Assessment or Study		✓	✓		
	10295	Shepherd Parkway Bus Facility Rehabilitation Study	Study	Assessment or Study		✓	✓		
	10675	Bus Operators Commercial Driver License (CDL) Training Facility Study	Study	Assessment or Study	✓	✓	✓		
	11126	Blair Road Rehabilitation	Study	State of Good Repair		✓	✓		
CIP8026	Future Bus Maintenance Facilities				\$ 500	\$ 69,804	\$ 777,928		
	10740	Carmen turner Facility (CTF) Building and Employee Garage Improvements	Need	New Investment			✓		
	10831	Bus Garage Rehabilitation - Montgomery	Need	State of Good Repair		✓	✓	ROM	\$ 37,254
	10850	Bus Garage Replacement - Western	Need	State of Good Repair	✓	✓	✓		
	11125	Bus Operators Commercial Driver License (CDL) Training Facility	Need	New Investment			✓		
	11411	Replacement of 11 Bus Supervisor Booths	Need	State of Good Repair		✓	✓		
	11412	Methane Detection at Maintenance Facilities Assessment	Need	Assessment or Study		✓	✓		
	11450	Bus Lot Improvement at the Silver Spring Layover Area	Need	State of Good Repair			✓		
	11451	Roadway Improvements Near Shepherd Parkway Bus Garage	Need	State of Good Repair		✓	✓		
	11565	Rehabilitation of the Administrative Facility at Blair Road	Need	State of Good Repair		✓	✓		
	11566	Rehabilitation of the Administrative Facility at Auth Place	Need	State of Good Repair		✓	✓		
CIP8027	D&E Bus Passenger Facility Improvements				\$ -	\$ 23,050	\$ 31,050		
	10091	Bus Loop Canopy Installation Study	Study	Assessment or Study		✓	✓		
	10220	Army Navy Drive Transit Center Construction	Need	New Investment			✓	ROM	\$ 6,585
	10546	Metrobus All-Door Boarding Pilot	Need	Assessment or Study		✓	✓	TPC	\$ 250
	11121	WMATA Bus Loop Rehabilitation and Safety Enhancement	Need	State of Good Repair		✓	✓		

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	11435	Installation of Air Conditioning Systems at Historic Bus Terminal Facilities	Need	New Investment			✓		
	11448	The Veteran's Hospital Bus Loop Improvement Study	Study	Assessment or Study		✓	✓		
Business Support									
CIP0009	Service Vehicle Acquisition Program				\$ 13,500	\$ 46,000	\$ 72,000		
	10023	Service Vehicle Replacement Program	Program	State of Good Repair	✓	✓	✓		
	11309	Purchase of Additional Police Patrol Vehicles	Need	State of Good Repair	✓	✓	✓	ROM	\$ 1,300
CIP0010	Environmental Compliance Program				\$ 7,450	\$ 49,986	\$ 60,386		
	10082	Storage Tank Replacement - New Carrollton and Greenbelt Yards	Project	State of Good Repair	✓	✓	✓	ROM	\$ 11,609
	10166	Pollution Prevention at Track Fueling Areas	Need	State of Good Repair		✓	✓		
	10190	Design for Replacement of Sloped Landscape Areas at Metrorail Stations	Project	State of Good Repair					
	10244	Pavement and Stormwater Management at 3421 Pennsy Drive	Project	State of Good Repair	✓	✓	✓		
	10286	Environmental Compliance Program	Program	State of Good Repair		✓	✓		
	10290	Comprehensive Stormwater System Program	Need	State of Good Repair		✓	✓		
	10851	New Hampshire Avenue Chiller Plant Ground Water Treatment	Project	State of Good Repair	✓	✓	✓	TPC	\$ 10,323
	11173	Replacement of Sloped Landscape Areas at Metrorail Stations	Need	State of Good Repair		✓	✓	ROM	\$ 1,326
	11305	Outfall and Drainage Replacement at the Carmen Turner Facility	Project	State of Good Repair					
	11332	Storage Tank Replacement - Four Locations	Project	State of Good Repair				TPC	\$ 685
CIP0034	Revenue Collection Facility Rehabilitation				\$ 1,650	\$ 10,830	\$ 10,830		
	10710	Revenue Collection Facility Improvements	Need	State of Good Repair	✓	✓	✓		
CIP0036	Procurement Program Support				\$ 12,988	\$ 77,988	\$ 129,988		
	10797	Procurement Program Support	Program	State of Good Repair	✓	✓	✓		

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CIP0039	System Planning and Development				\$ 4,165	\$ 19,597	\$ 27,117		
	10213	Applied Planning Intelligence (API) and Data Analysis Support Platform	Program	State of Good Repair	✓	✓	✓		
	10367	Analyzing Regional Trends in Transit-Oriented Development	Study	Assessment or Study	✓	✓	✓		
	10396	Trace Model Platform Data Processing Services	Program	Assessment or Study	✓	✓	✓		
	10408	Bus-Oriented Development (BOD) Study	Study	Assessment or Study	✓	✓	✓		
	10648	Economic and Environmental Impact Study	Study	Assessment or Study	✓	✓	✓	ROM	\$ 500
	10651	Bus Network Redesign Study	Need	Assessment or Study	✓	✓	✓	ROM	\$ 4,000
	10652	Transit System Investment Plan Study	Project	Assessment or Study	✓	✓	✓		
	10655	Ridership Forecast Study - Research and Update	Study	Assessment or Study	✓	✓	✓		
	10858	Future Capital Investment Needs Study Program	Need	Assessment or Study		✓	✓		
	10965	Service Improvement Plan	Study	Assessment or Study		✓	✓		
	11184	Capital and Systems Intelligence (CSI) Analysis	Project	Assessment or Study	✓	✓	✓		
	11486	Bus Network Redesign Program Support	Need	Assessment or Study		✓	✓		
	11487	Bus Transfer Development and Evaluation Study	Need	Assessment or Study		✓	✓		
	11533	Blue/Orange/Silver Corridor National Environmental Policy Act Project Development	Need	Assessment or Study					
	11535	Mode of Access Strategic Plan	Study	Assessment or Study		✓	✓		
	11536	Systemwide Walkshed Buildout Target Study	Study	Assessment or Study		✓	✓		
	11537	Five-Year Station Investment Strategy	Study	Assessment or Study		✓	✓		
CIP0042	Asset Management Software Improvements				\$ 1,000	\$ 2,341	\$ 2,341		
	10722	Product Lifecycle Software Migration	Project	State of Good Repair	✓	✓	✓		

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CIP0043	Bus and Rail Scheduling and Operations Software Improvements				\$ 5,119	\$ 16,440	\$ 16,440		
	10184	Bus and Rail Scheduling System Improvements	Project	State of Good Repair	✓	✓	✓	ROM	\$ 2,080
CIP0056	Rail Service Management Software Improvements				\$ 7,810	\$ 10,810	\$ 10,810		
	10124	Passenger Information Display Systems (PIDS) Software Sustainment	Program	State of Good Repair					
	10137	Real Time Passenger Information Software Updates	Project	New Investment	✓	✓	✓		
	10232	Rail Performance Monitoring (RPM) Updates	Need	New Investment		✓	✓		
	10246	Rail Operations Control System (ROCS) Innovation Lab	Need	New Investment		✓	✓		
	11194	Rail Operations Control Center (ROCC) Program Technical Support	Project	State of Good Repair	✓	✓	✓		
CIP0099	Joint Development Program Support				\$ 2,520	\$ 11,020	\$ 17,820		
	11078	Joint Development and Station Improvement Support	Program	New Investment	✓	✓	✓		
CIP0101	Internal Compliance Capital Management Support				\$ 1,650	\$ 7,650	\$ 12,450		
	10871	Internal Compliance Capital Management Support	Program	State of Good Repair	✓	✓	✓		
CIP0102	Police District III Substation				\$ 1,625	\$ 1,625	\$ 1,625		
	10257	Police Department District III Substation Construction	Project	New Investment	✓	✓	✓	TPC	\$ 7,389
	11135	Police Department District III Substation Technology Investments	Need	State of Good Repair	✓	✓	✓	ROM	\$ 20
CIP0127	Transit Police Support Equipment				\$ 1,175	\$ 6,800	\$ 9,625		
	10201	Police Support Equipment Replacement	Program	State of Good Repair	✓	✓	✓		
	11563	Police Body Worn Cameras	Need	New Investment		✓	✓	ROM	\$ 1,000
CIP0131	Capital Program Financing Support				\$ 621	\$ 10,621	\$ 18,621		
	10557	Capital Program Financing	Program	Assessment or Study	✓	✓	✓		
CIP0150	Support Facility Fire System Rehabilitation				\$ 10,547	\$ 21,547	\$ 31,147		
	10999	Non-Revenue Facility Fire Alarm	State of Good Repair	Need		✓	✓		

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	11398	Fire Control Alarms and Infrastructure - Engineering Modification Instructions (EMI) Development and Implementation	Need	State of Good Repair	✓	✓	✓		
	11515	Non-Revenue Facility Fire Alarm - Pennsy Drive Facility	Project	State of Good Repair					
	11573	Non-Revenue Facility Fire Alarm Replacement - Greenbelt and Carmen Turner Facilities	Project	State of Good Repair	✓	✓	✓		
CIP0170	Facility Roof Rehabilitation and Replacement				\$ 12,139	\$ 46,870	\$ 70,870		
	10067	Roof Rehabilitation and Replacement	Need	State of Good Repair		✓	✓		
	11311	Glenmont Station Art in Transit Repair	Project	State of Good Repair		✓	✓		
	11329	Roof Rehabilitation and Replacement Group 3 - 19 roofs	Project	State of Good Repair	✓	✓	✓	ROM	\$ 11,321
	11361	Glenmont Station Bus Bay Canopy Skylight Replacement	Need	State of Good Repair		✓	✓	ROM	\$ 3,430
	11364	Roof Rehabilitation at the Carmen Turner Facility Buildings A and B	Need	State of Good Repair	✓	✓	✓	ROM	\$ 9,460
CIP0197	Support Facility Improvements				\$ 7,390	\$ 23,597	\$ 23,597		
	11043	Railyard and Bus Garage Breakroom Renovation and Construction	Need	State of Good Repair		✓	✓	ROM	\$ 15,937
	11130	Access Workspace Improvement Needs at Railyards	Study	Assessment or Study		✓	✓		
	11180	Replacement of Rooftop Units at Carmen Turner Facility	Project	State of Good Repair					
	11250	Data Center Mechanical Upgrades at Carmen Turner Facility Building D	Need	State of Good Repair	✓	✓	✓		
	11303	Exhaust Fan Replacement at Carmen Turner Facility Building A	Need	State of Good Repair					
	11306	Queenstown Road Storage Exhaust Fan Replacement	Need	State of Good Repair				ROM	\$ 53
	11307	Exhaust Fan Access at Montgomery Bus Garage	Need	State of Good Repair				ROM	\$ 225
	11358	Heating, Ventilation, and Air Conditioning Upgrades - Pennsy Drive	Need	State of Good Repair					
	11359	Jackson Graham Building (JGB) Data Center Heating, Ventilation, and Air Conditioning Upgrade	Need	State of Good Repair					

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CIP0212	Sustainability/Resiliency Program				\$ 3,188	\$ 26,286	\$ 40,686		
	10337	Environmental Sustainability Lab	Program	New Investment	✓	✓	✓		
	11227	Sustainability Project Management	Program	State of Good Repair	✓	✓	✓		
	11268	Implementation of New Waste & Recycling Practices/Policies	Project	New Investment					
	11299	Sustainability Action Plan	Project	Assessment or Study					
	11557	Energy Action Plan	Project	Assessment or Study	✓	✓	✓		
CIP0213	Capital Program Development Support				\$ 21,600	\$ 115,716	\$ 198,778		
	10792	Capital Program Development Support	Program	State of Good Repair	✓	✓	✓		
	11265	Resilience Implementation Strategy	Need	Assessment or Study		✓	✓	ROM	\$ 4,366
	11349	Content & Strategic Communication Support	Project	State of Good Repair					
CIP0231	Good Luck Road Facility				\$ 2,165	\$ 12,471	\$ 12,471		
	10869	Relocation of Printing Operations to Good Luck Road - Phase 1	Project	State of Good Repair				ROM	\$ 4,339
	10899	Good Luck Road Renovation Phase 2 Construction	Need	New Investment	✓	✓	✓	ROM	\$ 15,146
CIP0259	Employee Timekeeping System				\$ 1,900	\$ 3,400	\$ 3,400		
	10097	Timecard Software Integration and Analysis	Project	New Investment	✓	✓	✓		
CIP0269	Asset Management Software				\$ 1,871	\$ 3,953	\$ 5,703		
	10056	Asset Configuration Management (ACM) Software Replacement	Project	New Investment					
	10084	Enterprise Asset Systems and Information Management Improvement Initiative	Project	State of Good Repair	✓	✓	✓		
	10272	Comprehensive Property Inventory Database	Need	New Investment			✓		
	10310	Enterprise Asset Management Software Mobile Implementation	Need	New Investment		✓	✓		
	11193	Reliability Engineering Asset Management (REAM) Program Support	Project	State of Good Repair	✓	✓	✓		

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CIP0270	Capital Delivery Program Support				\$ 28,155	\$ 209,835	\$ 377,868		
	10793	Design, Engineering, and Construction Capital Management Support	Program	State of Good Repair	✓	✓	✓		
	11178	Engineering Support for Americans with Disabilities Act (ADA) Requirements Review	Program	Assessment or Study	✓	✓	✓		
CIP0273	Support Facility Rehabilitation				\$ 4,894	\$ 42,044	\$ 72,044		
	10122	Ongoing Interior Architecture and Furniture System Upgrades	Program	State of Good Repair	✓	✓	✓		
	10288	Safety Platforms for Mechanical Equipment on Facility Rooftops Study	Study	Assessment or Study		✓	✓		
	10382	Interior and Exterior Lighting Fixtures and Controls Upgrades - Non-Revenue Facilities	Project	State of Good Repair				ROM	\$ 10,805
	10756	Heating, Ventilation, and Air Conditioning and Building Automation Systems Replacement	Need	State of Good Repair		✓	✓		
	10895	Rail Yard and Bus Garage Breakroom Renovation - 2 locations	Project	State of Good Repair					
	11040	Supply Chain Furniture & Office Reconfiguration Design	Project	New Investment					
	11041	Office Furniture Replacement	Need	New Investment		✓	✓		
	11139	Field Office Rehabilitation Assessment	Study	State of Good Repair	✓	✓	✓		
	11199	Fall Protection Capital Needs Assessment	Study	Assessment or Study	✓	✓	✓		
	11352	Fall Protection Capital Needs Implementation - Ladder Safety Systems	Need	State of Good Repair		✓	✓		
	11432	Update Interior Spaces to Workplace Standards	Need	State of Good Repair					
	11433	Non-Revenue Facility Condition Assessment	Study	Assessment or Study		✓	✓		
	11454	Assessment to Identify Areas for Breastfeeding Employees	Need	Assessment or Study		✓	✓		
	11568	Improving Office Workspace at Railyards	Need	State of Good Repair			✓		
	11581	Assessment of Office Workspace Needs at Facilities	Study	Assessment or Study		✓	✓		
	11622	Systemwide Tagging Relay Design	Need	New Investment		✓	✓	TPC	\$ 5,500

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CIP0277	Supply Chain Modernization				\$ 1,150	\$ 13,650	\$ 13,650		
	10119	Supply Chain Modernization	Need	New Investment	✓	✓	✓		
	10147	Warehouse Storage Unit Maintenance, Replacement, and Procurement	Need	State of Good Repair		✓	✓		
	11560	Material Handling Equipment Lifecycle Replacement Program	Need	State of Good Repair		✓	✓		
	11561	Next Generation Warehouse Storage Automation and Solutions Study	Study	State of Good Repair		✓	✓		
CIP0324	Capital Program Financial Support				\$ 400	\$ 15,900	\$ 28,300		
	10795	Capital Program Financial Support	Program	State of Good Repair	✓	✓	✓		
CIP0330	Information Technology Data Center				\$ 13,200	\$ 42,158	\$ 42,158		
	10178	New Data Center IT Infrastructure and Equipment	Project	New Investment	✓	✓	✓	TPC	\$ 112,395
CIP0331	Enterprise Resource Planning Software Replacement				\$ 7,500	\$ 57,850	\$ 250,125		
	10028	Enterprise Resource Planning (ERP) Software Integration and Replacement Planning	Project	Assessment or Study	✓	✓	✓		
	10037	Enterprise Resource Planning (ERP) Software Purchase and Installation	Need	State of Good Repair		✓	✓		
	10121	Enterprise Resource Planning (ERP) Software Upgrade	Need	State of Good Repair		✓	✓		
CIP0335	Office Consolidation - District of Columbia				\$ 11,835	\$ 17,862	\$ 17,862		
	10677	Headquarters Construction - District of Columbia	Project	State of Good Repair				TPC	\$ 246,766
	11007	Jackson Graham Building (JGB) Chiller Replacement	Project	State of Good Repair	✓	✓	✓		
	11008	Administrative Facility Lease Close Out	Project	New Investment		✓	✓		
CIP0337	Office Consolidation - Virginia				\$ 71,100	\$ 124,477	\$ 124,477		
	10678	Headquarters Construction - Virginia	Project	New Investment	✓	✓	✓	TPC	\$ 355,789
CIP0338	Office Consolidation - Maryland				\$ 38,120	\$ 66,361	\$ 66,361		
	10681	Headquarters Construction - Maryland	Project	New Investment	✓	✓	✓	TPC	\$ 228,178
CIP0339	Rail Station Emergency Egress Improvements				\$ 500	\$ 4,500	\$ 11,500		

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	10306	Metrorail Station Emergency Egress Upgrades	Need	State of Good Repair		✓	✓		
	10823	Metrorail Station Emergency Egress Upgrades Study	Study	Assessment or Study	✓	✓	✓		
CIP0342	Information Technology Hardware State of Good Repair				\$ 16,130	\$ 97,030	\$ 167,630		
	10109	Computing Infrastructure Inventory and Replacement Sustainment	Program	State of Good Repair	✓	✓	✓		
	10126	Metro Facility Communications Systems Sustainment	Program	State of Good Repair	✓	✓	✓		
	10732	Edge Device Replacement Program	Program	State of Good Repair	✓	✓	✓		
	11613	Evaluation of Future Technology Infrastructure Modernization	Need	Assessment or Study					
CIP0347	Accounting Capital Program Support				\$ 2,340	\$ 14,090	\$ 23,490		
	10796	Accounting Capital Program Support	Program	State of Good Repair	✓	✓	✓		
	11576	Asset Management Accounting Support	Need	State of Good Repair	✓	✓	✓		
CIP0354	ePerformance and eCompensation Upgrades				\$ 700	\$ 1,738	\$ 1,738		
	10873	ePerformance & eCompensation Project	Project	New Investment	✓	✓	✓		
CIP0357	Cybersecurity Legacy Software Improvements				\$ 3,700	\$ 3,700	\$ 3,700		
	11394	Cybersecurity Legacy Software Improvements	Project	State of Good Repair	✓	✓	✓		
CIP0358	Business Systems State of Good Repair				\$ 19,690	\$ 104,536	\$ 177,970		
	11585	Finance and Supply Chain Management (FSCM) Software Sustainment	Program	State of Good Repair	✓	✓	✓		
	11586	Enterprise Learning Management (ELM) System Sustainment	Program	State of Good Repair	✓	✓	✓		
	11587	ERP Human Capital Management (HCM) Software Sustainment	Program	State of Good Repair	✓	✓	✓		
	11588	Planning and Budgeting Software Sustainment	Program	State of Good Repair	✓	✓	✓		
	11589	Contract Lifecycle Management (CLM) Software Sustainment	Program	State of Good Repair	✓	✓	✓		
	11590	ePerformance Software Sustainment	Program	State of Good Repair	✓	✓	✓		

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	11591	Timekeeping Software Sustainment	Program	State of Good Repair	✓	✓	✓		
	11592	Occupational Health and Wellness (OHAW) Software Sustainment	Program	State of Good Repair	✓	✓	✓		
	11593	Public Web Technologies Sustainment	Program	State of Good Repair	✓	✓	✓		
	11594	Intranet Applications Sustainment	Program	State of Good Repair	✓	✓	✓		
	11595	Business Systems Sustainment - Program Management	Program	State of Good Repair	✓	✓	✓		
	11628	Web Application Sustainment	Program	State of Good Repair	✓	✓	✓		
CIP0359	Enterprise Technology Platforms State of Good Repair				\$ 5,650	\$ 30,784	\$ 53,178		
	11596	Enterprise Tools Sustainment	Program	State of Good Repair	✓	✓	✓		
	11597	Business Intelligence Technologies Sustainment	Program	State of Good Repair	✓	✓	✓		
	11598	Sustainment for Databases and Data Systems	Program	State of Good Repair	✓	✓	✓		
	11599	Shared Systems Sustainment - Program Management	Program	State of Good Repair	✓	✓	✓		
CIP0360	Transit Systems State of Good Repair				\$ 15,545	\$ 85,727	\$ 148,364		
	11600	Passenger Information Display System (PIDS) Sustainment	Program	State of Good Repair	✓	✓	✓		
	11601	Rail Performance Management (RPM) Sustainment	Program	State of Good Repair	✓	✓	✓		
	11602	Train Progress System (TPS) Application Sustainment	Program	State of Good Repair	✓	✓	✓		
	11603	Asset Management Sustainment	Program	State of Good Repair	✓	✓	✓		
	11604	Document Storage and Retention Software Sustainment	Program	State of Good Repair	✓	✓	✓		
	11605	Product Lifecycle Management System Sustainment	Program	State of Good Repair	✓	✓	✓		
	11606	Geographic Information System (GIS) System Sustainment	Program	State of Good Repair	✓	✓	✓		
	11607	MTPD Technologies Sustainment	Program	State of Good Repair	✓	✓	✓		

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	11608	Sustainment of the Badging and Security database and application	Program	State of Good Repair	✓	✓	✓		
	11609	Safety Management System (SMS) Sustainment	Program	State of Good Repair	✓	✓	✓		
	11610	Transit Systems Sustainment - Program Management	Program	State of Good Repair	✓	✓	✓		
	11619	Bus Support systems - Sustainment	Project	State of Good Repair	✓	✓	✓		
	11620	Advanced Information Management (AIM) Sustainment	Project	State of Good Repair	✓	✓	✓		
CIP0361	Service Oriented Architecture (SOA) Program				\$ 1,306	\$ 7,151	\$ 12,368		
	11611	Service Oriented Architecture (SOA) systems - Sustainment	Program	State of Good Repair	✓	✓	✓		
CIP0362	Independent Verification & Validation program				\$ 500	\$ 500	\$ 500		
	11612	Independent Verification & Validation (IV&V) Assessment	Need	State of Good Repair	✓	✓	✓		
CIP0363	Cyber Security				\$ 350	\$ 1,394	\$ 1,394		
	11621	Cyber Security systems - Sustainment	Project	State of Good Repair	✓	✓	✓		
CIP0371	West Falls Church Development				\$ 81	\$ 14,581	\$ 14,581		
	10878	West Falls Church Land Development	Need	New Investment	✓	✓	✓		
CIP8029	D&E Information Technology Improvements				\$ 18,191	\$ 36,270	\$ 40,270		
	10168	Occupational Health and Wellness Department (OHAW) New Software Implementation	Project	New Investment	✓	✓	✓		
	10285	WMATA Internal Alert System Upgrade	Project	New Investment	✓	✓	✓		
	10542	New Digital Information Content Management System	Project	New Investment	✓	✓	✓		
	10824	Enterprise Data Management and Decision Support Systems Pilot	Need	New Investment					
	10825	Metro Employee Mobile Application (MEMA) Pilot	Need	New Investment					
	10827	Rail Operations Control Center Software Improvement Study	Study	Assessment or Study					
	10877	Enterprise Identity and Access Management (EIAM) Implementation	Project	New Investment	✓	✓	✓		

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	10932	Project Management Tool Improvements	Need	State of Good Repair					
	10937	Employee Health System	Need	New Investment					
	10943	Electronic Procurement Software Purchase	Project	New Investment	✓	✓	✓		
	10952	Datamart for Internal Business Operations (IBOP)	Need	New Investment	✓	✓	✓		
	10957	Geographic Information System (GIS) Software Upgrade	Project	State of Good Repair	✓	✓	✓		
	10976	WMATA Career Pathing/Succession Planning System	Project	New Investment	✓	✓	✓		
	10978	HR Workflow Management System	Project	New Investment	✓	✓	✓		
	11046	Data Governance and Business Intelligence Additional Tool Support	Program	New Investment	✓	✓	✓		
	11077	Rail Operations Control Center Integration of Communications Study	Study	Assessment or Study	✓	✓	✓		
	11107	Software Development Life Cycle Revision	Project	Assessment or Study					
	11108	Security Mapping of the Network Architecture	Project	New Investment					
	11109	Threat Management Program	Project	Assessment or Study					
	11110	Security Information Event Management Modernization	Project	New Investment					
	11111	Managed Service Provider Implementation Phase 2	Project	New Investment					
	11112	Endpoint Security Modernization	Project	New Investment					
	11114	Security Log Standardization	Project	New Investment					
	11115	Cybersecurity Continuous Monitoring Improvements	Project	New Investment					
	11116	Network Access Control	Project	State of Good Repair					
	11117	Removable Media Storage Management	Project	New Investment					

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	11181	Internet of Things (IoT) Software and Hardware Pilot	Need	New Investment	✓	✓	✓	TPC	\$ 3,000
	11191	Metro Transit Police Technology Systems - Sustainment	Project	State of Good Repair	✓	✓	✓		
	11209	Resume Parsing System Sustainment	Program	State of Good Repair	✓	✓	✓		
	11210	Workforce Alerts System Sustainment	Program	State of Good Repair					
	11211	Customer Relationship Management Sustainment	Program	State of Good Repair	✓	✓	✓		
	11213	New Employee Onboarding Documentation Submission Software Sustainment	Program	State of Good Repair	✓	✓	✓		
	11221	IT Distributed Architecture Design, Testing & Cutover Support	Project	State of Good Repair	✓	✓	✓		
	11222	Asset Management Systems Sustainment Addition	Program	State of Good Repair	✓	✓	✓		
	11225	Wellness Portal Study	Study	Assessment or Study					
	11226	Pension Administration System Study	Study	Assessment or Study	✓	✓	✓		
	11452	Bus Collision Avoidance System	Need	New Investment					
	11453	Installation of Bus Data Recorders	Need	New Investment					
	11465	Train Progress Server (TPS) Predictive Intelligence	Need	Assessment or Study					
	11471	Datamart for Internal Business Operations (IBOP) - Phase II	Need	New Investment					
	11614	Technology Asset Management Study	Study	State of Good Repair					
	11627	Enterprise Architecture (EA) Foundation and Technology Feasibility Investigation	Need	Assessment or Study	✓	✓	✓		
CIP8030	Future Information Technology Projects				\$ -	\$ 60,654	\$ 105,254		
	10167	Facilities Access Control System Implementation	Need	New Investment		✓	✓		
	10169	Internet of Things (IoT) Software Development	Need	New Investment					

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	10279	Rail Stations Images and Virtual Reality Representation	Need	New Investment		✓	✓		
	10323	Human Resources Information Digitization Phase 2	Need	New Investment		✓	✓		
	10326	Aerial Mapping of Metro Surface and Ancillary Facilities	Need	Assessment or Study			✓		
	10328	Project Management and Reporting Tool	Need	New Investment					
	10358	Bus Stop Beacon Technology Deployment	Need	New Investment					
	10383	Enterprise Records Management (ERM) Search Screen Migration	Need	New Investment					
	10384	Enterprise Content Management Platform High Availability	Need	New Investment					
	10468	3D Track Alignment Database Design and Integration	Need	New Investment					
	10667	Paratransit Technology Scheduling System	Need	New Investment		✓	✓		
	10711	Metro Employee Mobile Application (MEMA)	Need	New Investment					
	10718	Mobile Customer Application	Need	New Investment					
	10733	Virtual Desktop Infrastructure (VDI) Workforce Transformation Project	Need	New Investment					
	10759	Enterprise Data Management and Decision Support Systems	Need	New Investment					
	10809	Metro Transit Police Technology System Improvements	Need	New Investment					
	10814	Rail Operations Control Center Software Replacement	Need	New Investment					
	10847	Electronic Closeout Documents Ingestion for Configuration Management	Need	New Investment					
	10880	Police Dispatch and Records Management	Need	State of Good Repair					
	10924	Bus Stop Survey Data Sync with Global Information System (GIS)	Need	State of Good Repair					
	10927	Consolidation of On-Board Ancillary Bus Equipment (CoABE) Automatic Failover and High Availability	Need	State of Good Repair					

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	10933	Disruption Management Software	Need	New Investment					
	10935	Enterprise Learning Management (ELM) Enhancement	Need	State of Good Repair					
	10936	Employee Collaboration and Meetings Platform Upgrade	Need	New Investment					
	10939	Enterprise Backup: Modernization and Automation	Need	New Investment					
	10940	Enterprise Interactive Voice Response (IVR) system upgrade	Need	New Investment					
	10941	Enterprise SAN Modernization and Automation	Need	New Investment					
	10942	Enterprise Unix: Modernization and Automation	Need	New Investment					
	10959	Supervisory Control and Data Acquisition (SCADA) Network Switch Replacement	Need	State of Good Repair					
	10962	Recruitment & Hiring Technology Improvements	Need	New Investment					
	10977	WMATA Pension Administration System	Need	New Investment					
	11001	Bus Stop Editor Application Enhancements	Need	State of Good Repair					
	11004	Fare Evasion Data Collection Application	Need	New Investment					
	11079	Public Participation Management System Enhancement	Need	New Investment		✓	✓	ROM	\$ 178
	11106	Automated Scanning and Security Baselines for Software	Need	New Investment					
	11113	Cloud Access Security Tool Roll-Out	Need	New Investment					
	11119	Radio Frequency Identification (RFID) Tags for Track Location Data	Need	New Investment					
	11134	Metro Transit Police Department (MTPD) Information Technology Hardware Refresh	Need	State of Good Repair					
	11162	Grievance Management System - Arbitration Module	Need	New Investment					
	11163	Grievance Management System - Disciplinary Action Intake Solution	Need	New Investment					

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	11165	Grievance Management System Digitization	Need	New Investment					
	11167	Labor Ticketing Management System	Need	New Investment					
	11168	HR Benefits and Leave Administration	Need	New Investment					
	11437	Metro Intranet Migration and Governance	Need	New Investment					
	11438	Asset Management Standardization and Governance	Need	New Investment					
	11439	Asset Management Data Improvements - Add New Locations	Need	State of Good Repair					
	11440	Integrate the Vendor Managed Inventory and Asset Management Systems	Need	New Investment					
	11443	Configuration Management Platform Migration	Need	State of Good Repair					
	11445	Shared Solution Process Modernization	Need	New Investment					
	11457	Rail Ridership Survey Mobile Application Development	Need	New Investment					
	11459	Bus Ridership Survey Mobile Application Replacement	Need	New Investment					
	11463	Software Asset Management system and processes	Need	New Investment					
	11464	Digital Technology Governance Board support	Need	New Investment					
	11466	Security Initiatives for Fare, Bus, and Scheduling	Need	State of Good Repair					
	11467	Health Insurance Portability and Accountability Act (HIPAA) Security Remediation	Need	New Investment					
	11468	Vulnerability & Patch Management Program	Need	State of Good Repair					
	11469	Americans with Disabilities Act (ADA) Tracking Software	Need	New Investment					
	11470	Fare Collection List Management and Testing	Need	New Investment					
	11472	Solution to Consolidate of Employee/Patron Complaints	Need	Assessment or Study					

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	11473	Enterprise Learning Management (ELM) Training Improvements	Need	Assessment or Study					
	11474	Customer Complaint Investigation	Need	Assessment or Study					
	11475	Family and Medical Leave Act (FMLA) Processing Improvements	Need	Assessment or Study					
	11476	Category Management and Strategic Sourcing for Procurement	Need	New Investment					
	11477	eProcurement Sourcing Solution	Need	New Investment					
	11478	Management and Analytics for Procurement and Materials (PMRT) Data	Need	New Investment					
	11479	Support for Outsourced Employee Training	Need	Assessment or Study					
	11480	Vendor Management - Execution & Optimization	Need	New Investment					
	11481	Administrative Processes - Assessment	Need	Assessment or Study					
	11482	Complaint Management System	Need	Assessment or Study					
	11483	Workload Assessment Tool - Human Capital Team	Need	New Investment					
	11484	Project Intake, Approval and Tracking Tool - Internal Business Operations (IBOP)	Need	New Investment					
	11485	MetroAccess Technology Sustainment	Need	State of Good Repair					
	11508	Bus Change Management Application - Planning and Scheduling	Need	New Investment					
	11509	Digital Accessibility Evaluation for Americans with Disabilities Act (ADA)	Need	New Investment					
	11529	Paperwork Reduction Using Digital Forms and e-Signatures	Need	New Investment					
	11530	Occupational Health and Wellness (OHAW) Technology Prioritization and Implementation	Need	New Investment					
	11618	Emerging Technology Investments	Need	New Investment			✓	✓	
CIP8032	Future Metro Transit Police Projects				\$ -	\$ 19,536	\$ 165,366		

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	10645	Vehicle Access Barriers Improvements	Need	New Investment		✓	✓		
	10727	Threat and Vulnerability Assessment (TVA) Remediation	Need	State of Good Repair		✓	✓		
	10805	Consolidated Police Training Facility Construction	Need	New Investment			✓		
	11120	Special Police Guard Booths - Rehabilitation & Replacement	Need	State of Good Repair		✓	✓	ROM	\$ 3,536
	11132	Vehicle Access Barriers State of Good Repair	Need	State of Good Repair		✓	✓		
	11133	Chemical, Biological, Radiological and Nuclear (CBRN) Systemwide Upgrade	Need	State of Good Repair		✓	✓	ROM	\$ 350
	11136	Security Operations Control Center (SOCC) Rehabilitation & Upgrades	Need	State of Good Repair					
	11534	L'Enfant Plaza Transit Police Room Construction	Need	New Investment		✓	✓		
CIP8033	D&E Support Equipment Improvements				\$ -	\$ 2,738	\$ 48,318		
	10151	Metro Transit Police Department (MTPD) Technology Needs Study	Study	Assessment or Study		✓	✓		
	10198	Heating, Ventilation, and Air Conditioning and Building Automation Systems Replacement Study	Need	Assessment or Study		✓	✓		
	10206	Chemical, Biological, Radiological and Nuclear (CBRN) Security System Assessment	Study	Assessment or Study					
	10215	Defining a Continuous Commissioning Program for Metro Owned Facilities	Need	Assessment or Study		✓	✓		
	10233	Replacement of Canine (K9) Training Facilities	Need	New Investment			✓	ROM	\$ 5,580
	10385	Energy Monitoring and Smart Metering Software and System	Need	New Investment		✓	✓		
	10506	Communications Field Office Renovation	Need	State of Good Repair		✓	✓		
	10507	Digital Customer Experience Strategy	Study	Assessment or Study					
	10713	MetroDocs Pilot	Project	New Investment					
	10835	Consolidated Police Training Facility Study	Study	Assessment or Study		✓	✓		

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	11137	Visitor Access Management System Study	Study	Assessment or Study					
	11192	Radio State of Good Repair	Need	State of Good Repair			✓	ROM	\$ 40,000
	11246	Visitor Access Management System Implementation	Need	New Investment					
	11366	Crime Prevention Pilot	Need	New Investment					
CIP8034	Future Support Equipment Projects				\$ 500	\$ 16,000	\$ 18,000		
	10442	Telegraph Road Office Renovation	Need	State of Good Repair		✓	✓		
	11166	Occupational Health and Wellness Department (OHAW) Medical Equipment	Program	State of Good Repair	✓	✓	✓		
CRB0005	Planning Support for the District of Columbia				\$ 1,091	\$ 6,091	\$ 10,091		
	10626	Project Development Program - DC	Program	Assessment or Study	✓	✓	✓		
CRB0009	Planning Support for Maryland Jurisdictions				\$ 936	\$ 5,936	\$ 9,936		
	10628	Project Development Program - MD	Program	Assessment or Study	✓	✓	✓		
CRB0018	Planning Support for Virginia Jurisdictions				\$ 1,082	\$ 6,082	\$ 10,082		
	10627	Project Development Program - VA	Program	Assessment or Study	✓	✓	✓		
	10848	Crystal City Metrorail Station New East Entrance	Project	New Investment	✓	✓	✓		
Rail Systems									
CIP0076	Rail System Power Upgrades				\$ 15,883	\$ 28,947	\$ 28,947		
	10008	Rail Power Infrastructure Upgrades	Project	New Investment	✓	✓	✓	TPC	\$ 64,237
CIP0136	Radio Infrastructure Replacement				\$ 35,034	\$ 92,582	\$ 92,582		
	10558	Radio Infrastructure Replacement and Band Relocation	Project	State of Good Repair	✓	✓	✓	TPC	\$ 436,686
	10788	Radio Corrective Maintenance	Corrective Maintenance	State of Good Repair	✓	✓	✓		
CIP0139_S9	Tunnel Fan Control Panels Replacement				\$ 1,780	\$ 1,780	\$ -		
	11186	Tunnel Ventilation Control System Programmable Logic Control (PLCs)	Project	State of Good Repair	✓	✓			
CIP0251	Automatic Train Control State of Good Repair				\$ 71,579	\$ 526,261	\$ 864,243		

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	10475	Automatic Train Control Engineering Modification Instructions Development and Implementation Program	Program	State of Good Repair	✓	✓	✓		
	10477	High Current Bond Replacement	Project	New Investment					
	10479	Intrusion Detection Warning System Replacement	Need	State of Good Repair		✓	✓	ROM	\$ 36,000
	10480	Interlocking Rehabilitation	Project	State of Good Repair	✓	✓	✓		
	10493	Train Control Room Analog to Digital Communication Upgrade	Project	State of Good Repair					
	10495	Room Rehabilitation Program	Need	State of Good Repair			✓		
	10497	Automatic Train Control Alexandria Railyard Rehabilitation	Project	State of Good Repair					
	10501	Switch Machine Replacement - Future	Program	State of Good Repair	✓	✓	✓		
	10704	Automatic Train Control Training Lab	Project	New Investment					
	10789	Automatic Train Control Corrective Maintenance	Corrective Maintenance	State of Good Repair	✓	✓	✓		
	10980	Train Control Room Rehabilitation Phase 1	Project	State of Good Repair	✓	✓	✓	ROM	\$ 83,193
	10982	Train Control Room Rehabilitation Phase 2	Need	State of Good Repair	✓	✓	✓	ROM	\$ 273,598
	10983	Automatic Train Control Track Circuit Cable Testing and Replacement	Program	State of Good Repair	✓	✓	✓		
	10984	Automatic Train Control Power Supply Replacement	Project	State of Good Repair					
	10985	Automatic Train Control New Carrollton Railyard Rehabilitation	Need	State of Good Repair		✓	✓	ROM	\$ 48,077
	10986	Automatic Train Control Program Support	Program	State of Good Repair	✓	✓	✓		
	10987	Automatic Train Control Engineering/Design	Program	State of Good Repair	✓	✓	✓		
	11070	Automatic Train Control Brentwood Railyard Rehabilitation	Need	State of Good Repair				ROM	\$ 55,115

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	11071	Automatic Train Control Greenbelt Railyard Rehabilitation	Need	State of Good Repair				ROM	\$ 63,696
	11072	Automatic Train Control Glenmont Railyard Rehabilitation	Need	State of Good Repair			✓		
	11073	Automatic Train Control Shady Grove Railyard Rehabilitation	Need	State of Good Repair			✓	ROM	\$ 50,216
	11074	Automatic Train Control West Falls Church Railyard Rehabilitation	Need	State of Good Repair				ROM	\$ 42,948
	11075	Automatic Train Control Branch Ave Railyard Rehabilitation	Need	State of Good Repair				ROM	\$ 38,868
	11169	Intrusion Detection Warning System Study	Study	Assessment or Study	✓	✓	✓		
	11261	Automatic Train Control Track Switch Heater Replacement	Need	State of Good Repair		✓	✓	ROM	\$ 9,395
	11294	Return to Automatic Train Operations	Need	State of Good Repair					
	11316	Automatic Train Control Training Lab 2	Need	New Investment					
	11360	Intrusion Detection Warning System Assessment and Solution Implementation	Need	State of Good Repair					
	11371	Intrusion Detection Warning System - Red Line	Need	State of Good Repair					
	11391	Automatic Train Control Stray Current Testing	Need	New Investment					
	11418	Automatic Train Control Legacy Remote Terminal Unit Replacement	Need	State of Good Repair					
	11419	Automatic Train Control Inventory Control Assessment	Need	State of Good Repair		✓	✓		
	11420	Track Switch Heater Replacement Study	Study	Assessment or Study		✓	✓		
	11421	Automatic Train Control Replacement of Power Transfer Switches	Need	State of Good Repair					
CIP0253	Traction Power State of Good Repair				\$ 43,288	\$ 477,109	\$ 1,168,704		
	10012	Traction Power State of Good Repair - Current Contracts	Program	State of Good Repair					
	10039	Systemwide Tagging Relay Implementation	Need	New Investment		✓	✓	TPC	\$ 5,500

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	10319	Railyard to Mainline Power Isolation System Upgrades	Need	New Investment	✓	✓	✓	ROM	\$ 25,602
	10535	Rosslyn Traction Power Substation (TPSS) Collapsed Cable Tray Redesign	Project	State of Good Repair				TPC	\$ 7,612
	10791	Traction Power Corrective Maintenance	Corrective Maintenance	State of Good Repair	✓	✓	✓		
	10972	Replace Traction Power Electromechanical and Solid State relays	Need	New Investment		✓	✓	ROM	\$ 7,424
	11019	Traction Power State of Good Repair - Contract 1	Project	State of Good Repair	✓	✓	✓	TPC	\$ 165,535
	11020	Traction Power State of Good Repair - Contract 2	Need	State of Good Repair		✓	✓	ROM	\$ 128,589
	11021	Traction Power State of Good Repair - Contract 3	Need	State of Good Repair		✓	✓	ROM	\$ 271,555
	11022	Traction Power State of Good Repair - Contract 4	Need	State of Good Repair			✓	ROM	\$ 338,008
	11025	Power State of Good Repair Meggering and Replacement	Program	State of Good Repair	✓	✓	✓		
	11175	Traction Power Program Management	Program	State of Good Repair	✓	✓	✓		
	11176	Traction Power Engineering Support	Program	State of Good Repair	✓	✓	✓		
	11177	Traction Power Maintenance and Escort Support	Program	State of Good Repair	✓	✓	✓		
	11254	Braking Energy Recovery Battery Storage Systems	Need	New Investment	✓	✓	✓		
	11346	Braking Energy Recovery Transfer Trip Protection	Need	New Investment					
	11369	Silver Line Phase 1 & 2 Power Room Temperature Sensor Installation	Need	State of Good Repair					
	11395	Systemwide Traction Power Tagging Relay Retrofits - Phase 1	Need	New Investment					
CIP0257	Emergency Trip Station (ETS) Rehabilitation				\$ 1,400	\$ 67,000	\$ 266,390		
	11023	Emergency Trip Station (ETS) System Replacement	Need	State of Good Repair		✓	✓	ROM	\$ 259,390

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	11393	Emergency Trip Station (ETS) Telephone Corrective Maintenance	Corrective	State of Good Repair	✓	✓	✓		
CIP0286	Power Generator Replacement				\$ 5,420	\$ 41,925	\$ 41,925		
	10043	Permanent Generator System Replacement - Future	Project	State of Good Repair	✓	✓	✓	TPC	\$ 42,550
CIP0332	Fiber Optic Cable Installation				\$ 28,192	\$ 320,702	\$ 320,702		
	10988	Fiber Optic Cable Installation for Ancillary Rooms	Project	State of Good Repair	✓	✓	✓	TPC	\$ 341,000
CIP8007	D&E Electrical Improvements				\$ 516	\$ 4,317	\$ 4,317		
	10891	Rail Running Heat Tape Pilot Phase 2	Project	State of Good Repair					
	10960	Metallic Dust Ventilation in Tunnels Study	Study	Assessment or Study		✓	✓		
	10971	Traction Power Test Equipment Replacement	Need	State of Good Repair	✓	✓	✓		
	10974	Transformer Dissolved Gas Analyzer (DGA) connectivity equipment	Need	State of Good Repair		✓	✓		
	11090	Braking Energy Recovery Testing and Measurement	Need	New Investment	✓	✓	✓		
	11200	Third Rail Heat Tape Study	Study	Assessment or Study	✓	✓	✓		
	11232	Low Voltage Power Condition Assessment	Study	Assessment or Study		✓	✓		
	11367	Silver Line Phase-1 DC switchgear Transfer Trip Pilot	Need	New Investment					
	11368	Energy Storage System Program Support	Need	New Investment		✓	✓		
	11422	Voltage and Track Switch Sensing Device Study	Study	Assessment or Study		✓	✓		
	11423	High Voltage Stray Current Monitoring System Study	Study	Assessment or Study		✓	✓		
	11424	Braking Energy Recovery Installation Systemwide Strategy	Study	Assessment or Study		✓	✓		
	11425	Silver Line Phase-1 DC switchgear Transfer Trip Business Case	Study	Assessment or Study		✓	✓		
CIP8008	Future Traction Power Projects				\$ -	\$ 67,395	\$ 249,487		

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	10798	Braking Energy Recovery Installation Systemwide	Need	New Investment		✓	✓		
	10919	AC Power Room Rehabilitation at Railyards	Need	State of Good Repair		✓	✓		
	10955	Interconnect Fire alarm to De-energize Traction Power Equipment	Need	State of Good Repair					
	10964	Running Rail Heat Tape Implementation	Need	State of Good Repair		✓	✓		
	10969	High Voltage Stray Current Monitoring System	Need	New Investment			✓	ROM	\$ 79,342
	10970	Traction Power Ground Grid State of Good Repair Monitoring and Remediation	Need	State of Good Repair		✓	✓		
	11026	Alexandria Railyard Tower and Yard Contact Rails (YCR) upgrades	Need	State of Good Repair		✓	✓		
	11067	Union Station Traction Power Sub Station Area False Ceiling	Need	State of Good Repair					
	11081	New Carrollton Railyard Tower and Yard Contact Rails (YCR) upgrades	Need	State of Good Repair		✓	✓		
	11082	Brentwood Railyard Tower and Yard Contact Rails (YCR) upgrades	Need	State of Good Repair		✓	✓		
	11083	Greenbelt Railyard Tower and Yard Contact Rails (YCR) upgrades	Need	State of Good Repair		✓	✓		
	11084	Glenmont Railyard Tower and Yard Contact Rails (YCR) upgrades	Need	State of Good Repair		✓	✓		
	11085	Shady Grove Railyard Tower and Yard Contact Rails (YCR) upgrades	Need	State of Good Repair			✓		
	11086	West Falls Church Railyard Tower and Yard Contact Rails (YCR) upgrades	Need	State of Good Repair			✓		
	11087	Branch Ave Railyard Tower and Yard Contact Rails (YCR) upgrades	Need	State of Good Repair			✓		
	11171	Traction Power Equipment Test Bay Replacement at West Falls Church Railyard	Need	New Investment					
	11172	Third Rail Heat Tape Implementation	Need	New Investment					
	11290	Improvements in Ventilation in Tunnels: Metallic Dust	Need	State of Good Repair					
	11370	Voltage and Track Switch Sensing Device Installation	Need	New Investment					

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CIP8010	Future Signals and Communications Improvements				\$ -	\$ 23,000	\$ 143,000		
	10474	Automatic Train Control (ATC) Next Generation Implementation	Need	State of Good Repair		✓	✓		
	11583	Security Cameras at Metrorail Interlockings: Business Case	Study	Assessment or Study					
Railcar									
CIP0059	8000-Series Railcars				\$ 47,304	\$ 696,326	\$ 2,016,366		
	10002	Railcar Acquisition and Testing - 8000 Series Base	Project	State of Good Repair	✓	✓	✓	TPC	\$ 905,319
	10661	2000/3000 Series Railcar Removal and Disposal	Project	State of Good Repair		✓	✓		
	10800	8000-Series Railcars Additional Options	Need	State of Good Repair			✓		
	11239	Railcar Acquisition and Testing - 8000 Series Option 1	Project	State of Good Repair		✓	✓	TPC	\$ 324,000
CIP0063	Rail Vehicle Scheduled Maintenance Program				\$ 54,987	\$ 417,962	\$ 726,142		
	10024	7000-Series Railcar Scheduled Rehabilitation	Program	State of Good Repair	✓	✓	✓		
	10058	6000-Series Railcar Scheduled Rehabilitation	Program	State of Good Repair	✓	✓	✓		
	10102	2000- and 3000-Series Railcar Scheduled Rehabilitation	Project	State of Good Repair					
	10554	Railcar Rehabilitation Program Support	Program	State of Good Repair	✓	✓	✓		
	10658	Automatic Wayside Inspection System for Railcars	Need	New Investment			✓		
	10785	Railcar Corrective Maintenance	Corrective Maintenance	State of Good Repair	✓	✓	✓		
CIP0067	Rail Vehicle Safety & Reliability Improvements				\$ 2,760	\$ 13,760	\$ 22,560		
	10530	Railcar Engineering Services	Program	State of Good Repair	✓	✓	✓		
	10662	Precision Station Stopping (PSS)	Project	State of Good Repair					
	11293	Railcar UV Filters	Project	New Investment					

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	11297	Railcar Air Filtration and Disinfection Test and Evaluation	Project	New Investment					
CIP0142	Rail Vehicle Preventive Maintenance				\$ 59,000	\$ 354,000	\$ 590,000		
	10559	Railcar Preventive Maintenance	Program	State of Good Repair	✓	✓	✓		
CIP0204	Railcar Rooftop Access Platform				\$ -	\$ 2,617	\$ 2,617		
	10356	Railcar Rooftop Access Platforms Construction at Five Railyards	Project	State of Good Repair		✓	✓	TPC	\$ 5,970
CIP0225	Heavy Repair and Overhaul Facility				\$ 69,755	\$ 349,956	\$ 349,956		
	10445	Railcar Heavy Repair and Overhaul Facility	Project	New Investment	✓	✓	✓	TPC	\$ 467,044
CIP0256	7000-Series Railcars				\$ 57,682	\$ 324,697	\$ 324,697		
	10566	Railcar Replacement - 7000 Series Acquisition	Project	State of Good Repair	✓	✓	✓		
	10684	Railcar Training Simulators	Project	State of Good Repair					
CIP0279	Railyard Shop Equipment Replacement				\$ 1,300	\$ 3,300	\$ 3,300		
	10688	Railyard Shop Equipment Rehabilitation Program	Project	State of Good Repair	✓	✓	✓		
CIP0283	Railcar Maintenance Facilities State of Good Repair				\$ 3,259	\$ 60,526	\$ 60,526		
	10259	Railcar Wash Facility Rehabilitation at All Railyards	Need	State of Good Repair	✓	✓	✓	ROM	\$ 61,878
	10329	Swing Gate Replacements - Four Railyards	Need	State of Good Repair		✓	✓	ROM	\$ 400
CIP0284	Railyard Facility and Site Rehabilitation				\$ 200	\$ 147,260	\$ 545,343		
	10011	Railyard Rehabilitation: Electrical and Mechanical	Project	State of Good Repair					
	10050	Emergency Fuel Shut Off Relocation	Project	State of Good Repair					
	10680	Track and Structures Systems Maintenance Building Renovation Study	Study	Assessment or Study	✓	✓	✓		
	10721	Annex-to-the-Annex Building at Greenbelt Yard Study	Need	New Investment			✓		
	10775	Track and Structures Systems Maintenance Building Renovation	Need	State of Good Repair		✓	✓	ROM	\$ 539
	10821	Employee Parking Construction at Three Railyards	Need	New Investment			✓		

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	11064	Cable Trough Rehabilitation in West Falls Church Railyard	Need	State of Good Repair		✓	✓		
	11304	7000 Series Railcar Training Simulators Space Buildout	Need	State of Good Repair		✓	✓		
	11310	Cable Reel Installation at Greenbelt Railyard Maintenance Shop	Project	State of Good Repair					
	11575	Systemwide Cable Reel Installation at Railyard Maintenance Shops	Need	State of Good Repair		✓	✓		
	11577	Railyard State of Good Repair Investments	Need	State of Good Repair		✓	✓	ROM	\$ 314,000
	11578	Railyard Operational Optimization Improvements	Need	New Investment		✓	✓	ROM	\$ 442,388
	11579	Railyard Revenue Service Expansion Investments	Need	New Investment			✓	ROM	\$ 452,711
CIP8001	D&E Railcar Acquisition				\$ -	\$ 1,772	\$ 1,772		
	10799	8000 Series Procurement Options Evaluation	Study	Assessment or Study		✓	✓		
	10803	Railcar Fleet Plan Update	Need	Assessment or Study		✓	✓		
	10961	Railcar Transport Vehicle Acquisition	Need	New Investment		✓	✓	ROM	\$ 327
	10963	Re-Rail Maintenance Trucks Acquisition	Need	State of Good Repair		✓	✓		
CIP8003	D&E Railcar Maint/Overhaul				\$ -	\$ 5,125	\$ 5,125		
	10918	6K Passenger Information Screens	Need	New Investment		✓	✓		
	10926	Railcar Inspection Equipment Acquisition	Need	New Investment		✓	✓		
CIP8005	D&E Rail Yard Improvements				\$ 484	\$ 17,234	\$ 241,234		
	10686	Railyard Rehabilitation and Optimization Study	Study	Assessment or Study	✓	✓	✓		
	11123	Employee Parking Facilities Assessment	Study	Assessment or Study		✓	✓		
	11127	Open Materials Storage Building Rehabilitation	Need	State of Good Repair		✓	✓		
	11128	Salt Storage Facility Rehabilitation	Need	State of Good Repair		✓	✓		

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	11129	Auth Place Rehabilitation	Need	State of Good Repair		✓	✓		
	11208	Railcar Heavy Repair and Overhaul Facility Phase 2	Need	New Investment			✓		
	11240	Employee Parking Facilities Construction	Need	New Investment					
	11569	Railyard and Platform Rehabilitation Program Support	Project	State of Good Repair					
Stations and Passenger Facilities									
CIP0035	Bicycle and Pedestrian Facility Rehabilitation				\$ 3,580	\$ 7,611	\$ 37,611		
	11000	Bicycle Facilities - Future	Need	State of Good Repair			✓		
	11345	Bicycle Facilities Improvements Systemwide	Project	State of Good Repair	✓	✓	✓	TPC	\$ 7,373
	11455	Vienna Pedestrian & Bicycle Access Improvements	Need	New Investment			✓		
	11456	West Hyattsville Pedestrian & Bicycle Access Improvements	Need	New Investment			✓		
	11489	Sidewalk Replacement at Benning Road Metrorail Station	Need	State of Good Repair		✓	✓		
	11490	Branch Avenue Metrorail Station Pedestrian and Bicycle Access Improvements	Need	State of Good Repair			✓		
	11491	Van Dorn Metrorail Station Pedestrian and Bicycle Access Improvements	Need	State of Good Repair		✓	✓		
	11498	Brookland Metrorail Station ADA Accessibility Improvements	Need	New Investment			✓		
	11517	Twinbrook Pedestrian and Bicycle Access Improvements	Need	New Investment			✓		
	11518	Suitland Pedestrian and Bicycle Access Improvements	Need	New Investment		✓	✓		
	11519	Southern Avenue Pedestrian and Bicycle Access Improvements	Need	New Investment			✓		
	11520	Shady Grove Metrorail Station Pedestrian and Bicycle Access Improvements	Need	New Investment			✓		
	11521	Naylor Road Metrorail Station Pedestrian and Bicycle Access Improvements	Need	New Investment			✓		

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	11522	Huntington Pedestrian and Bicycle Access Improvements	Need	New Investment			✓		
	11523	East Falls Church Metrorail Station Pedestrian and Bicycle Access Improvements	Need	New Investment			✓		
	11524	Multimodal Access Improvements at Prince George's Plaza	Study	Assessment or Study		✓	✓		
	11525	Forest Glen Metrorail Station Pedestrian and Bicycle Access Improvements	Need	New Investment			✓		
	11526	Greenbelt Metrorail Station Pedestrian and Bicycle Access Improvements	Need	New Investment			✓		
CIP0072	Elevator Rehabilitation Program				\$ 12,380	\$ 54,880	\$ 88,880		
	10021	Elevator Rehabilitation Program - Future	Need	State of Good Repair	✓	✓	✓	TPC	\$ 85,931
	11323	Elevator Rehabilitation Program - 8 units	Project	State of Good Repair	✓	✓	✓	TPC	\$ 8,287
CIP0073	Escalator Rehabilitation Program				\$ 17,608	\$ 108,851	\$ 160,251		
	10026	Escalator Rehabilitation Program - Future	Need	State of Good Repair		✓	✓		
	10694	New Model Escalator in Elevator and Escalator (ELES) Training Lab	Project	New Investment					
	10786	Escalator Corrective Maintenance Program	Corrective Maintenance	State of Good Repair	✓	✓	✓		
	10870	Stairway Construction to Improve Vertical Circulation	Need	New Investment		✓	✓		
	11325	Escalator Rehabilitation Program - 73 units	Project	State of Good Repair	✓	✓	✓	TPC	\$ 73,446
CIP0087	Station and Facility Restoration Program				\$ 14,909	\$ 100,747	\$ 153,641		
	10001	Stations and Facilities Restoration Program	Program	State of Good Repair	✓	✓	✓		
	10787	Station Corrective Maintenance Program	Corrective Maintenance	State of Good Repair	✓	✓	✓		
CIP0088	Station Entrance Canopy Installation				\$ 7,376	\$ 40,861	\$ 43,861		
	10100	Station Entrance Escalator Canopies Installation - Phase 4	Project	State of Good Repair	✓	✓	✓	TPC	\$ 45,725

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	10819	Station Entrance Escalator Canopy Maintenance and Repairs	Need	State of Good Repair		✓	✓		
CIP0108		Rhode Island Avenue Station Structural Repair				\$ 10,000	\$ 10,000		
	10134	Rhode Island Avenue Metrorail Station Platform Rehabilitation	Need	State of Good Repair		✓	✓		
CIP0132		Escalator and Elevator Overhaul Program			\$ 11,600	\$ 44,750	\$ 71,270		
	10393	Escalator and Elevator Overhaul	Program	State of Good Repair	✓	✓	✓		
CIP0145		Facility Security Monitoring Equipment Program			\$ 15,560	\$ 168,605	\$ 202,255		
	10075	Electronic Security System (ESS) Improvement of Coverage	Project	New Investment	✓	✓	✓	TPC	\$ 6,932
	10287	Electronic Security Systems (ESS) Server and Software Maintenance	Need	State of Good Repair		✓	✓		
	10656	Internet Protocol (IP) Intercom Replacement	Need	State of Good Repair		✓	✓		
	10997	Closed Circuit TV (CCTV) Lifecycle Replacement	Need	State of Good Repair		✓	✓		
	11365	NOMA-Gallaudet Metrorail Station Closed Circuit TV (CTTV) Replacement	Project	State of Good Repair	✓	✓	✓	TPC	\$ 1,522
	11442	Station Manager Kiosk Security Video Viewing Equipment	Need	State of Good Repair		✓	✓		
	11510	Electronic Security System (ESS) Improvement of Coverage - Parking Garages	Project	New Investment	✓	✓	✓	TPC	\$ 6,492
	11511	Electronic Security System (ESS) Improvement of Coverage - Railyards	Project	New Investment	✓	✓	✓	ROM	\$ 20,341
	11513	Public Address (PA) System Upgrades	Need	State of Good Repair		✓	✓	ROM	\$ 110,223
	11514	Metorail Station Intercom System Replacement - Four Stations	Need	State of Good Repair				ROM	\$ 2,369
	11567	Extension of Security Camera Coverage to Interlockings	Need	New Investment					
	11582	Electronic Security System (ESS) Ongoing Maintenance	Need	State of Good Repair		✓	✓		
CIP0151		Rail Station Cooling Rehabilitation Program			\$ 9,810	\$ 20,953	\$ 20,953		
	10020	Station Cooling Systems Rehabilitation - 5 Chillers	Project	State of Good Repair	✓	✓	✓	TPC	\$ 25,208

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	11428	Station Cooling Systems - Tunnel Chilled Water Piping	Need	State of Good Repair		✓	✓		
	11572	Station Cooling Systems Rehabilitation - Future	Need	State of Good Repair					
CIP0152	Parking Garage and Surface Lot Rehabilitation				\$ 13,542	\$ 97,854	\$ 166,854		
	10027	Parking Garage Rehabilitation	Need	State of Good Repair		✓	✓		
	10078	Surface Parking Lots Rehabilitation Program	Need	State of Good Repair		✓	✓		
	10526	Parking Facility Preventive Maintenance Program	Need	State of Good Repair	✓	✓	✓		
	11012	Parking Facility Inspection Program	Need	State of Good Repair	✓	✓	✓		
	11362	Rehabilitation of Six Parking Garages and Three Surface Lots	Project	State of Good Repair	✓	✓	✓	TPC	\$ 7,611
	11363	Parking Garage Rehabilitation at 5 Metrorail Stations	Project	State of Good Repair	✓	✓	✓	TPC	\$ 32,418
CIP0185	Escalator Replacement				\$ 18,500	\$ 199,950	\$ 339,950		
	10325	Escalator Replacement	Project	State of Good Repair	✓	✓	✓	TPC	\$ 216,722
	11558	Escalator Replacement - Future	Need	State of Good Repair			✓		
CIP0218	Metrorail Station Improvements				\$ 1,000	\$ 33,130	\$ 81,330		
	10301	Metrorail Station Entrance Gates Replacement	Project	State of Good Repair	✓	✓	✓		
	10726	Customer Amenities Upgrade	Need	New Investment			✓		
	10757	Tunnel Shaft Egress Rehabilitation Project	Need	State of Good Repair		✓	✓		
CIP0219	Rail Station Lighting Improvements				\$ 19,117	\$ 173,858	\$ 173,858		
	10010	Light Replacement - Station Pathway, Bus Loop, and Site	Need	State of Good Repair		✓	✓	ROM	\$ 8,621
	10047	Aboveground Station Lighting Installation	Need	State of Good Repair		✓	✓	ROM	\$ 42,821
	10048	Underground Station Lighting and Ceiling Tile Installation	Need	State of Good Repair		✓	✓	ROM	\$ 34,271

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	10062	Station Platform Edge Lighting Replacement	Project	State of Good Repair	✓	✓	✓	TPC	\$ 86,600
	10512	Platform Level LED Lighting Replacement	Need	State of Good Repair		✓	✓		
	11397	Bus Maintenance Facility Site Lighting Improvements	Need	State of Good Repair					
	11427	Lighting Controls for Parking Lot Lights	Need	State of Good Repair					
	11436	Takoma Park Site Lighting and Electrical Repairs	Need	State of Good Repair					
CIP0241	Flood Resiliency Infrastructure Upgrades				\$ -	\$ 1,000	\$ 161,000		
	10562	Systemwide Flood Resiliency Infrastructure Upgrades Assessment	Study	Assessment or Study					
	10866	Systemwide Flood Resiliency Infrastructure Upgrades Implementation	Need	State of Good Repair			✓		
	11376	Systemwide Flood Resiliency Infrastructure Upgrades Assessment: Phase 2	Need	Assessment or Study		✓	✓		
CIP0242	Rail System Drainage Rehabilitation Program				\$ 13,290	\$ 96,957	\$ 106,957		
	10563	Drainage Pump Stations (DPS) Rehabilitation Program: 6 Locations	Project	State of Good Repair	✓	✓	✓	TPC	\$ 45,043
	11342	Drainage Pump Stations (DPS) Rehabilitation Program - 24 Units Systemwide	Project	State of Good Repair					
	11547	Drainage Pump Stations (DPS) Rehabilitation Program - Future	Need	State of Good Repair		✓	✓		
CIP0252	Low Voltage Power State of Good Repair				\$ 32,758	\$ 184,374	\$ 261,000		
	10031	Low Voltage Power - Program Support	Program	Assessment or Study	✓	✓	✓		
	10191	Passenger Station AC Power Room Programmable Logic Control (PLC) Upgrade	Project	State of Good Repair	✓	✓	✓	TPC	\$ 11,827
	10260	Systemwide Replacement of Uninterruptible Power Supply Units (UPS)	Program	State of Good Repair	✓	✓	✓		
	10790	Low Voltage Power Corrective Maintenance	Corrective Maintenance	State of Good Repair	✓	✓	✓		
	10892	AC Power Room Rehabilitation: 9 locations	Project	State of Good Repair	✓	✓	✓	ROM	\$ 38,204

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	10901	AC Switchgear Replacement - 5 locations	Project	State of Good Repair	✓	✓	✓	ROM	\$ 9,693
	11094	Alternating Current (AC) Power Room Rehabilitation: 16 locations	Need	State of Good Repair		✓	✓	ROM	\$ 92,266
	11141	Alternating Current (AC) Power Room Rehabilitation: 9 locations	Need	State of Good Repair		✓	✓	ROM	\$ 48,123
	11156	National Airport AC Switchgear Replacement	Project	State of Good Repair					
	11187	Programmable Logic Controller Cybersecurity Hardening	Project	State of Good Repair					
	11271	Alternating Current (AC) Power Room Rehabilitation: 12 Locations	Need	State of Good Repair					
	11372	Alternating Current (AC) Power Room Rehabilitation at 4 Railyards	Need	State of Good Repair					
	11373	Alternating Current (AC) Power Room Rehabilitation: 10 locations	Need	State of Good Repair					
	11377	Building 'G' at Greenbelt Yard Electrical Improvements	Project	State of Good Repair					
	11409	Station Platform Edge Lighting Replacement: Silver Line Phase 2	Need	State of Good Repair					
	11426	Power Room Battery Cooling	Need	State of Good Repair					
CIP0255	Fare Collection Modernization				\$ 53,563	\$ 231,274	\$ 231,274		
	11098	Bus and Retail Autoload Software Enhancement	Project	New Investment					
	11283	Fare Collection Modernization Program	Project	State of Good Repair	✓	✓	✓		
CIP0258	Station and Tunnel Fire Alarm Rehabilitation				\$ 2,250	\$ 118,570	\$ 184,542		
	10144	Fire Control Infrastructure at Stations	Need	State of Good Repair		✓	✓	ROM	\$ 118,217
	10513	Tunnel Smoke Detection Pilot Program	Project	State of Good Repair					
	10714	Tunnel Smoke Detection System Full Implementation	Need	State of Good Repair	✓	✓	✓		
	11197	Tunnel Smoke Detection Study	Study	Assessment or Study	✓	✓	✓		
CIP0272	Digital Display and Wayfinding Improvements				\$ 615	\$ 6,115	\$ 178,115		

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	10717	System Wayfinding Upgrade Implementation	Need	New Investment			✓	ROM	\$ 10,000
	10719	Trip Planner Upgrade	Need	New Investment			✓		
	10868	Digital Advertising Media Wall Scapes	Need	New Investment		✓	✓		
	11318	Digital Advertising Media Displays on Station Platforms	Need	State of Good Repair	✓	✓	✓		
CIP0276	Art in Transit and Station Commercialization Program				\$ 500	\$ 5,500	\$ 5,500		
	10881	Retail Purchasing Unit Infrastructure	Need	New Investment				ROM	\$ 56,334
	11044	Art in Transit Graphic Design Support	Project	New Investment					
	11101	Conservation and Restoration of Art Collection Assessment	Study	Assessment or Study	✓	✓	✓		
	11185	Conservation and Restoration of Art Collection	Need	State of Good Repair		✓	✓		
	11247	Customer Experience Improvements	Need	Assessment or Study		✓	✓		
CIP0297	Union Station Improvements				\$ 7,644	\$ 7,644	\$ 7,644		
	10576	Union Station First Street Entrance Improvements	Project	New Investment	✓	✓	✓	ROM	\$ 2,460
CIP0302	Huntington Station Parking Garage Demolition				\$ -	\$ 25,000	\$ 25,000		
	10274	Huntington Metrorail Station South Parking Garage Demolition	Need	State of Good Repair		✓	✓	ROM	\$ 30,000
	10883	Huntington Station Joint Development Program Support	Project	New Investment					
CIP0305	Rail Passenger Facility State of Good Repair Program				\$ -	\$ 30,202	\$ 30,202		
	10055	Sewage Ejector Replacement	Need	State of Good Repair		✓	✓	ROM	\$ 30,202
	11351	Cleaning Access Behind Parapet Walls at Below-Ground Stations	Need	State of Good Repair					
	11415	Systemwide Fan Upgrades and Replacement	Need	State of Good Repair					
	11416	Shaft Damper and Attenuator Replacement Program	Need	State of Good Repair					
CIP0308	Station Platform Rehabilitation - Phase 3				\$ 84	\$ 56,944	\$ 56,944		

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	10709	Stations Platform Rehabilitation Program - Phase 3	Project	State of Good Repair	✓	✓	✓	TPC	\$ 430,631
CIP0310	Station Platform Rehabilitation - Phase 4				\$205,368	\$ 270,801	\$ 270,801		
	11282	Stations Platform Rehabilitation Package - Phase 4	Project	State of Good Repair	✓	✓	✓	TPC	\$ 436,200
CIP0341	Rail System Standpipe Replacement Program				\$ 4,100	\$ 47,449	\$ 195,037		
	10568	Tunnel Standpipe Replacement Program	Need	State of Good Repair		✓	✓	ROM	\$ 187,988
	11302	Station Standpipe Replacement: 4 Locations	Need	State of Good Repair					
	11343	Tunnel Standpipe Replacement Program - 29 locations on Green line	Project	State of Good Repair	✓	✓	✓	ROM	\$ 17,934
CIP0352	Rail Station Platform Canopy Rehabilitation Program				\$ -	\$ 25,000	\$ 45,000		
	10896	Station Platform Canopy Rehabilitation	Need	State of Good Repair		✓	✓		
	11512	Station Platform Canopy Rehabilitation: Twinbrook and Shady Grove Stations	Project	State of Good Repair					
CIP0372	Station Revitalization				\$ 8,170	\$ 285,767	\$ 300,016		
	11146	Station Revitalization Passenger Information Displays (PIDs) System Upgrade and Installation	Need	State of Good Repair		✓	✓		
	11147	Station Revitalization System Wayfinding Upgrade	Need	New Investment		✓	✓		
	11148	Station Revitalization Fire Control Infrastructure at Stations	Need	State of Good Repair		✓	✓		
	11149	Station Revitalization Internet Protocol (IP) Intercom Replacement	Need	State of Good Repair		✓	✓		
	11150	Station Revitalization CCTV Upgrades	Need	State of Good Repair		✓	✓		
	11151	Station Revitalization Public Address (PA) System Upgrades	Need	State of Good Repair		✓	✓		
	11153	Station Revitalization Customer Amenities Upgrades	Need	New Investment		✓	✓		
	11154	Station Revitalization Platform Tile Replacement	Need	State of Good Repair		✓	✓		
	11155	Station Revitalization Retail Infrastructure	Need	New Investment		✓	✓		

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	11157	Station Revitalization Light Replacement - Station Pathway, Bus Loop, and Site	Need	State of Good Repair		✓	✓		
	11158	Station Revitalization Underground Station Lighting	Need	State of Good Repair		✓	✓		
	11159	Station Revitalization: Stations and Rooms Water Mitigation	Need	State of Good Repair		✓	✓		
	11160	Station Revitalization Platform Edge Lighting Replacement	Need	State of Good Repair		✓	✓		
	11205	Station Revitalization Soft Cost and Contingency	Need	State of Good Repair	✓	✓	✓		
	11206	Station Revitalization Customer Information Displays	Need	New Investment		✓	✓		
	11207	Station Revitalization Kiosk Upgrades	Need	New Investment		✓	✓		
	11216	Station Revitalization Finishes & Cleaning	Need	State of Good Repair		✓	✓		
	11217	Station Revitalization Art Infrastructure	Need	New Investment			✓		
	11218	Station Revitalization Ceiling Rehabilitation & Replacement	Need	State of Good Repair		✓	✓		
	11219	Station Revitalization Vertical Circulation Lighting	Need	State of Good Repair		✓	✓		
	11220	Station Revitalization Power Outlets	Need	New Investment		✓	✓		
CIP8015	D&E Rail Station Improvements				\$ 4,176	\$ 24,977	\$ 24,977		
	10080	Smithsonian Metrorail Station Capacity Development and Evaluation	Project	Assessment or Study					
	10297	New Carrollton Metrorail Station Employee Facility Improvements	Need	State of Good Repair		✓	✓		
	10317	Tunnel Shaft Egress Rehabilitation Study	Study	Assessment or Study		✓	✓		
	10692	Columbia Heights Metrorail Station Capacity Enhancements Study	Study	Assessment or Study	✓	✓	✓		
	10693	Federal Triangle Metrorail Station Study	Study	Assessment or Study	✓	✓	✓		
	10852	Escalator and Elevator Wellway Rehabilitation Study	Study	Assessment or Study		✓	✓		

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	10966	Solar Site Lease at 4 Locations - Associated WMATA Capital Investments	Project	New Investment	✓	✓	✓	ROM	\$ 7,800
	10967	Metrorail Station Entrance Granite Caulking - System Wide	Need	State of Good Repair		✓	✓		
	11014	Parking Facility Signage and Wayfinding Improvements	Need	Assessment or Study	✓	✓	✓		
	11048	Rail Station Breakroom Renovation and Construction - 13 locations	Project	State of Good Repair		✓	✓		
	11198	Rooms and Stations Structural Assessment	Study	Assessment or Study		✓	✓		
	11242	Parking Garage Booth Replacements	Need	State of Good Repair					
	11408	Metrorail Station Ductwork and Piping Assessment	Study	Assessment or Study		✓	✓		
	11549	Americans with Disabilities Act Compliance Assessment of Parking Facilities Sidewalks	Study	Assessment or Study		✓	✓		
	11550	Parking Facilities Access Roadways Inventory and Condition Assessment	Need	Assessment or Study		✓	✓		
CIP8016	Future Platforms & Structures				\$ -	\$ 81,650	\$ 291,549		
	10736	Farragut North and Farragut West Metrorail Stations Passageway	Need	New Investment				ROM	\$ 382,900
	10841	Metrorail Station Passenger Capacity and Circulation Improvements	Need	New Investment			✓		
	10849	Foggy Bottom Metrorail Station Capacity Improvement	Need	New Investment			✓		
	11229	Grosvenor Station Platform & Canopy Rehabilitation	Need	State of Good Repair		✓	✓	ROM	\$ 47,899
	11234	Escalator and Elevator Wellway Rehabilitation Implementation	Need	State of Good Repair		✓	✓		
	11298	Solar Program - Future Investments	Need	New Investment		✓	✓		
	11308	Parking Garage Standpipe Replacement	Need	State of Good Repair		✓	✓		
	11410	Cathodic Protection Systems Evaluations	Need	Assessment or Study					
	11488	Installation of Sound Treatment at Cleveland Park Chiller Plant	Need	State of Good Repair		✓	✓		

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	11516	College Park Metrorail Station West Entrance Improvements	Need	New Investment					
	11624	Metrorail Station Circulation and Accessibility Improvements	Need	New Investment		✓	✓		
CIP8019	D&E Passenger Facility Improvements				\$ 546	\$ 45,363	\$ 88,428		
	10053	Passenger Information Displays (PIDs) System Upgrade and Installation	Need	State of Good Repair	✓	✓	✓		
	10303	Flood Emergency Response Plan Update	Study	Assessment or Study		✓	✓	ROM	\$ 910
	10991	Kiosk Information Display (KIDs) State of Good Repair	Need	State of Good Repair		✓	✓		
	10992	Passenger Information Displays (PIDs) State of Good Repair	Need	State of Good Repair		✓	✓		
	10993	Non-Revenue Facility Loudspeaker Systems State of Good Repair	Need	State of Good Repair		✓	✓	ROM	\$ 5,656
	10998	Non-Revenue Facility Intercom Replacement	Need	State of Good Repair			✓	ROM	\$ 20,904
	11009	Update Parking Fare Collection for Multi-Day Parking	Need	New Investment					
	11011	Parking Access Revenue Control (PARC) System Replacement	Need	State of Good Repair		✓	✓	ROM	\$ 18,142
	11013	Parking Meter Replacement at Rail Stations	Project	New Investment					
CRB0013	Potomac Yard Station Construction				\$ 32,205	\$ 51,557	\$ 51,557		
	10619	Potomac Yard Station Construction	Project	New Investment	✓	✓	✓	TPC	\$ 340,000
CRB0020	Silver Line Phase 2 Construction Support				\$ 3,275	\$ 3,275	\$ 3,275		
	10573	Silver Line Phase 2 WMATA Support and Oversight	Project	New Investment	✓	✓	✓		
	10598	Silver Line Phase 2 Art In Transit	Project	New Investment					
	10599	Silver Line Phase 2 Automatic Fare Collection	Project	New Investment					
	10600	Silver Line Phase 2 Non-Revenue Vehicles and Equipment	Project	New Investment					
	10602	Silver Line Phase 2 Signage and Graphics	Project	New Investment					

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	10603	Silver Line Phase 2 Rail Operations Control Center Integration	Project	New Investment					
	10605	Silver Line Phase 2 Operations Start-Up and Testing	Project	New Investment					
CRB0020_01	Silver Line Phase 2 Railcars				\$ 1,200	\$ 16,515	\$ 16,515		
	10574	Silver Line Phase 2 Railcars Acquisition	Project	New Investment	✓	✓	✓		
CRB0127	Purple Line Construction Support				\$ 4,705	\$ 26,560	\$ 26,560		
	10575	Purple Line General Support	Project	New Investment	✓	✓	✓		
	10620	Bethesda Metrorail Station Purple Line Enhancements	Project	New Investment	✓	✓	✓		
	10622	College Park Station Bus Loop Reconfiguration	Project	New Investment					
	10623	New Carrollton Station Parking and Bus Bay Reconfiguration	Project	New Investment					
	10625	Purple Line: Silver Spring Station and New Entrance/Mezzanine	Need	New Investment					
CRB0019_19	Silver Line Phase 1 Railcars				\$ 5,475	\$ 22,185	\$ 22,185		
	10572	Silver Line Phase 1 Railcars Acquisition	Project	New Investment	✓	✓	✓		
Track and Structures Rehabilitation									
CIP0024	Track Rehabilitation Program				\$ 81,254	\$ 546,774	\$ 950,114		
	10003	Track Rehabilitation Program	Program	State of Good Repair	✓	✓	✓		
	10061	Structural Inspections - Aerials and Facilities	Program	State of Good Repair	✓	✓	✓		
	10316	Chain Marker Signage Update Implementation	Need	New Investment		✓	✓		
	10764	Turnout Frog System Implementation	Need	State of Good Repair		✓	✓		
	10784	Track Corrective Maintenance	Corrective Maintenance	State of Good Repair	✓	✓	✓		
	11390	Stray Current Mitigation and Corrosion Control Program	Need	State of Good Repair				ROM	\$ 3,988
CIP0025	Roadway Equipment and Vehicle Program				\$ 26,319	\$ 110,413	\$ 186,141		

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	10094	Track Maintenance Equipment Replacement	Need	State of Good Repair		✓	✓		
	10096	Tunnel Vacuums Acquisition	Need	New Investment			✓	ROM	\$ 34,248
	10127	Locomotives Acquisition	Need	New Investment			✓	ROM	\$ 30,000
	10149	Prime Mover Replacement	Project	State of Good Repair	✓	✓	✓	TPC	\$ 28,798
	10204	Snow Thrower Procurement Pilot	Need	New Investment		✓	✓	ROM	\$ 100
	10229	Flat Cars Acquisition	Project	New Investment	✓	✓	✓	ROM	\$ 26,226
	10250	Roadway Maintenance Machines (RMM) Engineering Support Services	Program	State of Good Repair	✓	✓	✓		
	10251	Multi-Function Flat Cars Acquisition	Project	New Investment	✓	✓	✓	TPC	\$ 15,034
	10269	Structural Maintenance Vehicle (Down and Under Prime Mover)	Project	State of Good Repair	✓	✓	✓	TPC	\$ 6,764
	10278	Swing Loaders Acquisition	Project	State of Good Repair				TPC	\$ 3,396
	10294	Track Inspection Vision System Technology and Equipment	Project	New Investment	✓	✓	✓	ROM	\$ 12,035
	10307	Ballast Car Acquisition	Project	State of Good Repair	✓	✓	✓	TPC	\$ 7,569
	10324	Drain Cleaner Vehicle Acquisition	Project	New Investment	✓	✓	✓	TPC	\$ 3,441
	10331	Additional Ultrasonic Testing Equipment for Rail Inspection	Project	New Investment		✓	✓	ROM	\$ 8,020
	10354	Purchase E-clip Remover and Installer	Project	New Investment				TPC	\$ 1,946
	10364	Ballast Regulator Acquisition	Project	State of Good Repair	✓	✓	✓	TPC	\$ 747
	10389	Tie Plate Inserter	Project	New Investment				TPC	\$ 1,270
	10840	Track Maintenance Equipment Vehicle Fleet Plan	Study	Assessment or Study		✓	✓	ROM	\$ 250
	11429	Silver Line Phase 2 Forklifts	Need	New Investment		✓	✓		

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	11527	Scheduled Maintenance for Roadway Maintenance Machines	Need	State of Good Repair					
CIP0246	General Engineering				\$ 12,920	\$ 69,500	\$ 115,910		
	10564	General Engineering Support	Program	State of Good Repair	✓	✓	✓		
	11091	Aerial Structure Baseline Inspection and Condition Assessment	Project	Assessment or Study	✓	✓	✓	TPC	\$ 24,489
	11545	Under Water Bridge Inspections - 7 locations	Need	State of Good Repair		✓	✓		
CIP0247	Emergency Construction and Emerging Needs Program				\$ 50,500	\$ 180,500	\$ 322,432		
	10565	Emergency Construction Support	Program	State of Good Repair	✓	✓	✓		
	10867	Emerging System Rehabilitation	Program	State of Good Repair	✓	✓	✓		
	10911	Bethesda Water Intrusion Remediation	Project	State of Good Repair				TPC	\$ 3,846
	11350	Debris Collection Ledge at Gallery Place	Project	State of Good Repair					
	11570	L'Enfant Plaza Granite Panel Removal	Project	State of Good Repair					
CIP0262	Tunnel Water Leak Mitigation				\$ 27,754	\$ 163,495	\$ 411,332		
	10066	Water Leak Mitigation - Rail Tunnels	Need	State of Good Repair		✓	✓	ROM	\$ 277,432
	10820	Stations and Rooms Water Intrusion Remediation	Need	State of Good Repair		✓	✓	ROM	\$ 65,000
	11062	Metrorail Clogged Drain Clearing and Treatment	Need	State of Good Repair					
	11215	Water Leak Mitigation - Two Red Line Tunnel Segments	Project	State of Good Repair	✓	✓	✓	TPC	\$ 54,500
	11388	Twinbrook Metrorail Station Leak Repairs	Need	State of Good Repair		✓	✓	ROM	\$ 11,749
CIP0291	Tunnel Ventilation Improvements				\$ 1,880	\$ 56,980	\$ 551,742		
	10340	Tunnel Ventilation Improvements - Systemwide	Need	New Investment		✓	✓	ROM	\$1,147,969
	10545	Ventilation Improvements Support	Program	State of Good Repair	✓	✓	✓		

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	11161	Vent Shaft Relocation - Wilson Boulevard	Need	State of Good Repair		✓	✓	ROM	\$ 61,562
	11228	Ventilation Improvements - Systemwide Study	Study	Assessment or Study		✓	✓		
CIP0294	Bridge Rehabilitation Program				\$ 1,200	\$ 173,388	\$ 237,388		
	10296	New Carrollton Amtrak Station Bridge Gutter Repair	Need	State of Good Repair		✓	✓		
	10334	Huntington Station Bridge Rehabilitation	Need	State of Good Repair		✓	✓		
	10508	Eisenhower Avenue Aerial Structures Repair	Project	State of Good Repair					
	10685	Orange, Blue, and Silver Line Junction Pocket Track Upgrade	Need	New Investment		✓	✓	ROM	\$ 68,488
	10755	Aerial Bridge Coating Program	Need	State of Good Repair		✓	✓		
	11034	Bridge Rehabilitation Program	Program	State of Good Repair	✓	✓	✓		
	11035	Nannie Helen Burroughs Avenue Bridge Repair	Need	State of Good Repair		✓	✓		
	11037	Springhill and Tysons East Aerial Rehabilitation	Need	State of Good Repair		✓	✓	ROM	\$ 3,000
	11038	Watts Creek Bridge Rehabilitation	Need	State of Good Repair		✓	✓	ROM	\$ 1,130
	11052	Orange Line CSX Cheverly Bridge Repair	Need	State of Good Repair		✓	✓	ROM	\$ 576
	11055	Rhode Island Avenue Pedestrian Bridge Rehabilitation	Need	State of Good Repair		✓	✓	ROM	\$ 6,789
	11056	Rockville Pedestrian Bridge Rehabilitation	Project	State of Good Repair					
	11057	Addison Road Station Pedestrian Bridge Rehabilitation	Need	State of Good Repair		✓	✓	ROM	\$ 668
	11061	Aerial Structures Expansion Joint Replacement	Need	State of Good Repair		✓	✓		
	11093	Glenmont Yard Pedestrian Bridge Rehabilitation	Project	State of Good Repair				ROM	\$ 524
	11195	Trestle Bridges Demolition - Three Locations	Need	State of Good Repair		✓	✓		

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	11540	Rhode Island Ave Aerial Structure Rehabilitation	Need	State of Good Repair		✓	✓		
	11541	Van Dorn Metrorail Station Bridge 1 Rehabilitation	Need	State of Good Repair		✓	✓		
	11542	Minnesota Avenue Aerial Structure Rehabilitation and Bearing Replacement	Need	State of Good Repair		✓	✓		
	11543	Eisenhower Avenue Aerial Rehabilitation	Need	State of Good Repair		✓	✓		
	11544	Ultrasonic Testing of Anchor Bolts - Two Bridges	Need	State of Good Repair		✓	✓		
CIP0348	Structural Rehabilitation - Package A				\$ 30,082	\$ 34,960	\$ 34,960		
	11280	Structural Rehabilitation Package A - Ten Locations	Project	State of Good Repair	✓	✓	✓	TPC	\$ 95,200
CIP0349	Yellow Line Tunnel and Bridge Rehabilitation				\$208,692	\$ 229,814	\$ 229,814		
	11281	Yellow Line Tunnel and Bridge Rehabilitation	Project	State of Good Repair	✓	✓	✓	TPC	\$ 261,000
CIP0356	Tunnel Ventilation Improvements - Red Line Pilot				\$ 12,605	\$ 12,605	\$ 12,605		
	10339	Tunnel Ventilation Improvements - Red Line Pilot	Project	State of Good Repair	✓	✓	✓	TPC	\$ 57,900
CIP0370	Structural Rehabilitation – Package B				\$ 2,700	\$ 90,500	\$ 90,500		
	11546	Structural Rehabilitation Package B - 21 Bridges	Need	State of Good Repair	✓	✓	✓	TPC	\$ 94,382
CIP8011	D&E Fixed Rail Improvements				\$ -	\$ 13,780	\$ 29,766		
	10419	Power Systems Reconfiguration	Need	New Investment		✓	✓		
	10457	Interlocking Construction at Morgan Blvd and Largo Town Center Metrorail Stations	Need	State of Good Repair		✓	✓		
	10459	Turnout Frog Alternative Design and Testing	Study	Assessment or Study		✓	✓		
	10464	Floating Concrete Slab Study and Alternatives Analysis	Need	Assessment or Study			✓		
	10466	Work Planning Solution - Roadway & Facilities	Need	New Investment		✓	✓		
	10646	Pocket Track and Corssover Study	Project	Assessment or Study					
	10855	Floating Slab Pilot	Need	State of Good Repair			✓	ROM	\$ 13,486

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY23	FY23-FY28	FY23-FY32	Estimate Type	Estimate Amount
	10920	Alternate Materials for Timber Ties Pilot	Need	New Investment		✓	✓	TPC	\$ 290
	10930	Curved Track Guard Rail Study	Study	Assessment or Study		✓	✓		
	11340	Interlocking Survey and Design at Morgan Blvd and Largo Town Center Metrorail Stations	Project	State of Good Repair					
CIP8013	D&E Track Structures Improvements				\$ 2,800	\$ 38,545	\$ 84,045		
	10444	Blue, Orange, and Silver Line Corridor Capacity and Reliability Improvement Study	Study	Assessment or Study	✓	✓	✓		
	10898	Collapsed Duct Bank Design - 7 locations	Project	Assessment or Study		✓	✓		
	11065	Right of Way Fence Repairs on the Red Line	Need	State of Good Repair		✓	✓	ROM	\$ 10,800
	11066	Right of Way Fence Repairs Program	Need	State of Good Repair		✓	✓		
	11245	Maintenance of Way Engineering: Program Support	Program	Assessment or Study	✓	✓	✓		
	11284	Track Inspection System: Software Programmer	Need	New Investment		✓	✓		
	11617	Magnetic Wand Pilot	Need	State of Good Repair		✓	✓	ROM	\$ 745
CIP8014	Future Track and Structures Improvements				\$ -	\$ 36,600	\$ 95,600		
	10908	Collapsed Duct Bank Rehabilitation - 7 locations	Need	State of Good Repair		✓	✓	ROM	\$ 36,000
	11063	Shaft Structural State of Good Repair Program	Need	State of Good Repair		✓	✓		
	11076	Electrical Tunnel Fan Shaft Rehabilitation at Six (6) Fan Shafts	Need	State of Good Repair		✓	✓		

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APPENDIX A - FY2021 STATE AND LOCAL FUNDING RECONCILIATION

The CFA requires that Metro reconcile state and local funding. The table below summarizes billings, receipts, and allocated expenditures by jurisdiction for FY2021. Note that the “Expended (Cash)” column is the jurisdictionally allocated share of capital expenditures at the end of FY2021.¹

FY2021 State and Local Funding and Expenditures (Dollars in Millions)

Jurisdiction Contributions	Final Budget	Billings	Receipts and Credits	Expended (Cash) ²	Variance
Formula Match and System Performance (FM + SP)					
District of Columbia	\$ 95.1	\$ 95.1	\$ 95.1	\$ 70.8	\$ 24.3
Montgomery County ³	45.0	45.0	45.0	33.5	11.5
Prince Georges County ¹	45.2	45.2	45.2	33.6	11.6
City of Alexandria	12.4	12.4	12.4	9.2	3.2
Arlington County	22.6	22.6	22.6	16.8	5.8
City of Fairfax	0.7	0.7	0.7	0.5	0.2
Fairfax County	40.8	40.7	40.8	30.3	10.4
City of Falls Church	0.8	0.8	0.8	0.6	0.2
Loudoun County	5.8	0.8	5.0	4.3	0.7
Subtotal – FM + SP	268.4	263.3	267.6	199.7	67.9
PRIIA					
District of Columbia	49.5	49.5	49.5	45.2	4.3
State of Maryland	49.5	49.5	49.5	45.2	4.3
Commonwealth of Virginia	49.5	49.5	49.5	45.2	4.3
Subtotal - PRIIA	148.5	148.4	148.5	135.6	12.9
Dedicated Funding					
District of Columbia	178.5	178.5	178.5	178.9	(0.4)
State of Maryland	167.0	167.0	167.0	167.4	(0.4)
Commonwealth of Virginia	154.5	154.5	154.5	154.9	(0.4)
Subtotal – Dedicated Funding	500.0	500.0	500.0	501.2	(1.2)
Other State and Local:					
Project Planning	3.0	3.0	2.9	1.1	1.8
Commonwealth of VA - CMAQ	1.1	1.8	1.8	-	1.8
Rail & Power Upgrades (DC & MD)	-	-	-	-	-
Rail & Power Upgrades (VA)	-	-	-	2.4	(2.4)
Subtotal – Other State and Local	4.1	4.8	4.8	3.6	1.2
Subtotal – CFA Sources	921.0	916.6	920.9	840.0	80.8
Additional Contributions or Debt					
MWAA and Other Reimbursable	153.3	123.0	119.0	132.7	(13.7)
Debt	540.4	-	344.8	344.8	-
Subtotal – Additional Contributions or Debt	693.7	123.0	463.8	477.5	(13.7)
Total	\$ 1,614.6	\$ 1,039.5	\$ 1,384.7	\$ 1,317.6	\$ 67.2

¹ The “expended cash” column presents expenditure information at the end of FY2021. Metro may realign expenditures to optimize the use of funding sources at a later date.

² These expenditures are presented on a cash basis and do not include the following items: (1) the addition of \$49.1 million for accrued expenses, (2) \$0.1 million expended for revenue loss resulting from shutdowns due to capital projects, or (3) any additional funding set aside to reimburse the Federal government for the remaining value in the 5000-Series railcars disposed in FY2020. Additional information regarding the railcar disposition can be found in the Disclosures section of the Annual Reconciliation Report.

³ The table above reflects FY2021 state and local funding. The Maryland jurisdictions have an unpaid balance of \$36.8M, which includes \$35.6M in payments withheld in FY2020 and \$1.2M in capital payments withheld against FY2018. Additional information regarding Maryland’s withholdings can be found in the Disclosures section of the Annual Reconciliation Report.



APPENDIX B GLOSSARY OF TERMS

Term	Definition
Accounting Basis	The accounting principles and methods appropriate for a government enterprise fund. Financial statements are prepared on the accrual basis of accounting under which revenues and expenses are recognized when earned or incurred.
Accrual Basis	Basis of Accounting where revenues are recognized when they are measurable and earned. Expenses are recorded when incurred.
American Rescue Plan Act of 2021 (ARPA)	A law that provided economic and other relief from the COVID-19 pandemic, including \$1.9 trillion in funding for individuals, businesses, and state and local governments.
Approved Budget	The revenue and expenditure plan approved by the WMATA Board of Directors for a specific one-year period starting on July 1.
Assets	Property owned by Metro which has monetary value with a future benefit.
Balanced Budget	Refers to a budget where estimated revenues are equal to or greater than estimated expenses.
Board of Directors	The Board of Directors is a 16-member body composed of eight voting and eight alternate members responsible for corporate governance of WMATA.
Bond	A written promise to pay a specified sum of money (face value) at a specified future date and the proposed means of financing them.
Bond Proceeds	Refers to additional local capital funds raised, when necessary, by issuance of revenue bonds in the municipal markets.
Budget	Refers to a financial operation embodying an estimate of revenues



	and expenditures for a fiscal period of 12 months or longer. This can be an operating or Capital Budget.
Budget Calendar	Refers to a schedule of key dates for specific milestones in the preparation and approval of a budget.
Budget Document	Refers to the official written statement and the supporting numbers prepared by the Financial staff for presentation for approval by the Board.
Budget Message	Refers to the general discussion of the budget document presented in writing as an overview, usually by the head of the organization
Bus Shelter	A shelter for riders to wait for the bus, a canopy area with or without bench seating. In addition, the shelter includes a display case with bus information for Metrobus riders and is equipped with a trash receptacle.
Bus Stop	Refers to a stop indicated by a sign for riders to wait for the bus.
Capital Assets	Assets of a material value and having a useful life of more than one year. Also called fixed assets.
Capital Budget	The portion of the budget that provides for the funding of improvements, projects and major equipment purchases.
Capital Improvement Program	The six-year plan of capital projects to be completed by Metro.
Cash Basis	Basis of Accounting whereby revenue and expense are recorded on the books of account when received and paid, respectively, without regard to the period to which they are incurred.
Compact	Refers to interstate compact creating WMATA; this is a special type of contract or agreement between the three jurisdictions within which the organization operates.
Contingency Funds	Operating and capital funds reserved for unexpected expenditures during the fiscal year which were not addressed in the annual budget.



Coronavirus (Also see Covid-19)	Refers to a family (Coronaviridae) of large single-stranded RNA viruses that have a lipid envelope studded with club-shaped spike proteins, infect birds and many mammals including humans, and include the causative agents of MERS, SARS, and Covid-19; also, an illness caused by a coronavirus.
Coronavirus Aid, Relief, and Economic Security Act	A law which provided an economic relief package of over \$2 trillion in 2020 to American people as protection against the public health and economic impacts of Covid-19.
Coronavirus Response and Relief Supplemental Appropriations Act of 2021	A law which provided supplemental appropriations for Covid-19 relief which included \$14 billion allocated to support the transit industry.
Cost Allocation	Refers to a process by which indirect or common costs are distributed to multiple cost objects (a job, task, or business unit) based on a prescribed basis or methodology. For example, overhead costs such as IT support are allocated to the transportation modes on a percentage basis.
Covid-19 (Also see Coronavirus)	First identified in Wuhan, China in December 2019, Covid-19 refers to a mild to severe respiratory illness caused by a coronavirus (Severe acute respiratory syndrome coronavirus 2 of the genus Betacoronavirus), is transmitted chiefly by contact with infectious material (such as respiratory droplets) or with objects or surfaces contaminated by the causative virus, and is characterized especially by fever, cough, and shortness of breath and may progress to pneumonia and respiratory failure.
DC Circulator	Refers to a bus route funded by the DC Government with support from Metro to take persons to Washington, DC's premier cultural, shopping, dining, and business destinations.
Deadhead	Refers to non-revenue time when a bus or train is not carrying revenue passengers, usually a trip from, to, or between lines, yards or garages. Usually this refers to bus or rail travel to or from the garage or yard to a terminus or station where revenue service begins or ends.
Deficit	Refers to an excess of Liabilities over Assets or Expenses over Revenue.



Department	A major organizational unit that has overall responsibility for an operation or a group of operations within a functional area.
Development and Evaluation	An initial investment into the planning, development and evaluation of potential or proposed capital projects to determine whether a project is viable and should be pursued.
Division	Refers to a garage and yard facility where buses are stored, maintained, and dispatched into service.
Fairfax Connector	The bus system that runs seven days a week with service throughout Fairfax County, Virginia and to Metrorail stations on the Orange, Blue and Yellow lines, including the Pentagon.
Fare box recovery ratio	Refers to the ratio of passenger fares (including inter-agency agreements related to fares) to total operating costs.
Farecard	Refers to a paper pass used to ride Metrorail or Metrobus. Paper farecards are no longer accepted, by bus or at rail faregates (as of March 2016).
Four-point Securement System	Refers to an onboard securement system for wheelchairs, three-wheel and four-wheel scooters. The system incorporates four seatbelt type straps that attach to the frame of a mobility device as a way to keep it from moving or rolling while on the bus.
Head Sign	Refers to the sign above the front windshield of a bus describing the line number or letter, its line name, and destination.
Headway (Frequency)	Refers to time intervals between vehicles moving in the same direction on a particular route. Headway can change on a line during the day as rider demand changes.
Kiss and Ride	Refers to an area within a station where commuters are driven by private car and dropped off to board Metrobus or Metrorail.
Kneeling Bus (Also see Passenger Lift)	Refers to a feature on buses that lowers the floor to the curb or to near- curb level to make it easier for passengers to board, especially for seniors and persons with disabilities.



Layover Time (Also known as Spot Time)	Refers to time built into a schedule between arrival and departure for bus drivers to rest; minimum times are set by union contract. Layovers normally occur at each end of a route to allow for a driver's break and schedule recovery, but they may be scheduled at other points to allow for timed transfer connections.
Liability	A debt or legal obligation arising from transactions in the past which must be liquidated, renewed or refunded at a future date.
Maryland.Round Trip (Also known as a Cycle)	Refers to one inbound, plus one outbound trip (unless a loop route), equals one round trip or cycle.
Modified Accrual Basis	An accounting method that combines accrual-basis accounting with cash-basis accounting. Modified accrual accounting recognizes revenues when they become available and measurable and, with a few exceptions, recognizes expenditures when liabilities are incurred.
NextBus	Refers to the application that uses satellite technology for Metrobus locations to track the arrival times for bus operators and customers.
Office	An organizational unit that falls under the structure of a department.
Paratransit	Refers to scheduled service for people who cannot use regular fixed- route bus service. MetroAccess uses vans and sedans to provide this service in the Washington Metropolitan area.
Park and Ride	Refers to the parking facility available for riders at Metrorail stations.
Passenger Lift (Also see Kneeling Bus)	A mechanical device, either a lift or ramp, that allows wheelchair or scooter users, as well as other mobility-impaired passengers, to board a bus without climbing the steps.
Peak Service	Refers to weekday a.m. and p.m. service during commute hours that carries a maximum number of passengers. For Metrorail, peak hours are defined as the time between opening and 9:30 AM in the morning, and between 3 PM and 7 PM at night.
Personnel Expenses	Refers to expenditure in the operating budget for salaries and wages paid for services performed by Metro employees as well as fringe benefits costs associated with their employment.



Platform Hours	The total scheduled time a bus spends from pull-out to pull-in at the division. Platform hours are used as a benchmark to calculate the efficiency of service by comparing "pay to platform" hours.
Programmed Reader	A machine that is attached to the fare gate/fare box where magnetic fare media can be read on Metrorail and Metrobus.
Revenue	An increase in fund assets from operational activity such as passenger fares, parking and advertising.
Revenue Bonds	A bond on which debt service is payable solely from a restricted revenue source.
Revenue Hours (Also known as Revenue Service)	Refers to all scheduled time bus/rail spends serving passengers, which can also be defined as platform hours minus deadhead and layover time.
Revenue Passengers	Refers to passengers who enter the system through the payment of a fare.
Revenue trip (Also see Linked/Unlinked Trip)	Refers to any linked or unlinked trip that generates revenue by cash payment, use of a pass, and/or any other means of payment.
Ride-On	Refers to Montgomery County regional bus transit system.
Slinky bus	Refers to a nickname used by passengers for an articulated bus.
SmartStudent Pass	A monthly pass for unlimited travel on Metrobus and Metrorail for students under 19 years of age who live and attend school in the District of Columbia.
SmarTrip®	Refers to a technology built and designed by Cubic Transportation Systems, Inc., a subsidiary of San Diego-based Cubic Corporation to add and deduct value from an electronically encoded card when a rider passes the card near a programmed reader on Metrobus and at fare gates on Metrorail.



Strategic Buses	Refers to spare buses available for service in the event that a bus in route is taken out of service.
Subsidy	Refers to funding received from jurisdictional funding partners in the Washington Metropolitan area consisting of Washington, DC, suburban Maryland (Montgomery County and Prince George's County) and Northern Virginia counties of Arlington and Fairfax and the Cities of Alexandria, Fairfax and Falls Church.
TheBus	Prince George's County, Maryland local bus service.
Transit Advertising	Refers to ads posted on the exterior and interior of buses and rail cars.
Trippler	A short piece of work (usually on a bus, but sometimes on a train) not long enough to qualify as complete run or full day's work. May involve vehicles from one line or route being re-routed to serve another.
Trunk Line	A route operating along a major corridor that carries a large number of passengers and operates at headway frequencies of 15 minutes or less.
Unlinked Passenger Trip	Unlinked passenger trips count each boarding as a separate trip.



APPENDIX C GLOSSARY OF ACRONYMS & ABBREVIATIONS

A

AAC	Accessibility Advisory Committee
AC	Alternating Current
ADA	Americans with Disabilities Act
AFC	Automatic fare collection
AP	Accounts Payable
APTA	American Public Transportation Association
ARPA	The American Rescue Plan Act of 2021
ART	Arlington Transit
AWP	Annual Work Plan

B

B2G	Back2Good
BOCC	Bus Operations Communication Center

C

CAFR	Comprehensive Annual Financial Report
CARES Act	Coronavirus Aid, Relief, and Economic Security Act
CBA	Collective Bargaining Agreement
CCTV	Closed-Circuit Television
CFA	Capital Funding Agreement
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality
CNF	Capital Needs Forecast; Formerly Capital Needs Inventory (CNI)
CNG	Compressed Natural Gas
COG	(Metropolitan Washington) Council of Governments



Covid-19	See <i>Covid-19</i> or <i>Coronavirus</i> , Appendix K
CRCS	Comprehensive Radio Communications System
CTF	Carmen Turner Facility
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act of 2021

D

D/B	Design/Build
D/B/B	Design/Bid/Build
DBE	Disadvantaged Business Enterprise
D&E	Development and Evaluation
DPS	Drainage Pumping Station

E

EEO	Equal Employment Opportunity
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F

F/O	Fiber Optic
FTA	Federal Transit Administration
FTE	Full Time Equivalent (used for headcount calculations)

G

GAAP	Generally Accepted Accounting Principles
GFOA	Government Finance Officers Association

H

HCM	Human Capital Management
HEDS	Hybrid Enterprise Document Management System
HEOP	Heavy Equipment Overhaul Program
HVAC	Heating, Ventilation, And Air Conditioning

I



IloT	Industrial Internet of Things
IRP	Infrastructure Renewal Program
P	
PCO	Pending (or proposed) Change Order
P/I	Policy Instruction
PM	Project Manager
Q	
QA	Quality Assurance
R	
RAC	Riders' Advisory Council
RFP	Request for Proposal
ROW	Right of Way
S	
S&I	Service and Inspection
SBPO	Small Business Programs Office
SCM	Department of Supply Chain Management
SMS	Safety Measurement System
SOC	Station Operator's Console
SOS	Scope of Service
SOW	Scope of Work
SSOA	State Safety Oversight Agency
T	
TC	Train Control
TIP	Transportation Improvement Program
TOC	Tristate Oversight Committee
TPSS	Traction Power Substation



TSI	Transportation Safety Institute
TSP	Transit Signal Priority
U	
V	
VMI	Vendor Managed Inventory
VRE	Virginia Railway Express
W	
WMATA	Washington Metropolitan Area Transit Authority
WMSC	Washington Metrorail Safety Commission
X	
Y	
YE	Year End
Z	



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To reach Metro headquarters at the Jackson Graham Building, take the Red, Green or Yellow lines to Gallery Pl-Chinatown station. Use the Arena exit. Walk two blocks east on F Street to 5th Street. Or, ride Metrobus routes D1, D3, D6, P6, X2, X9, 42, 70, 71, 74, or 80.

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Administrative offices and general information
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Suggestions, commendations, comments

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