

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Capital Improvement Program Progress Report

Fiscal Year 2025 Quarter 2



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Metro’s Capital Improvement Program

Metro’s FY2025-FY2030 Capital Improvement Program (CIP) totals \$11.1 billion* with funding from the federal government, state and local contributions, and other sources. Metro's FY2025 capital budget was approved by the Board of Directors on April 25, 2024 for a total authorized expense budget of \$2.3 billion*.

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

Metro’s capital program is grouped into six major Investment Categories: Railcar and Railcar Facilities; Rail Systems; Track and Structures Rehabilitation; Stations and Passenger Facilities; Bus, Bus Facilities, and Paratransit; and Business and Operations Support.

Reporting Requirements

The Capital Funding Agreement (CFA) and each of the Dedicated Funding (DF) agreements require Metro to report quarterly on progress in use of funding for capital investments. This Capital Improvement Progress report provides information consistent with the requirements of those agreements.

This report includes a narrative summary of capital investment highlights through the most recent quarter and financial tables detailing capital expenditures, jurisdictional contributions, fund sources aligned to capital projects, changes to the current year capital budget, capital procurement awards and modifications, and the status of projects and programs. As this is an interim progress report, all figures are preliminary and subject to change.

Capital Funding Agreement

The CFA between WMATA, the District of Columbia, the State of Maryland, Arlington County, Virginia, Fairfax County, Virginia, Loudoun County, Virginia and the Cities of Alexandria, Falls Church, and Fairfax, Virginia establishes the terms and conditions for the receipt, use, and reporting of jurisdictional capital contributions made to support the WMATA Capital Program. A new six-year CFA was negotiated and approved by the WMATA Board of Directors on April 22, 2021, for FY2022 to FY2027.

Dedicated Funding Agreements

In 2018, the Commonwealth of Virginia, the State of Maryland, and the District of Columbia approved a combined \$500 million in new annual dedicated capital funding for the Washington Metropolitan Area Transit Authority (Metro) to restore its assets to a state of good repair and improve the safety and reliability of the Metro system. Metro has negotiated and signed individual DF agreements with Virginia (May 1, 2019), Maryland (September 26, 2019), and the District of Columbia (October 22, 2020).

*Amounts exclude debt service and revenue loss from capital projects

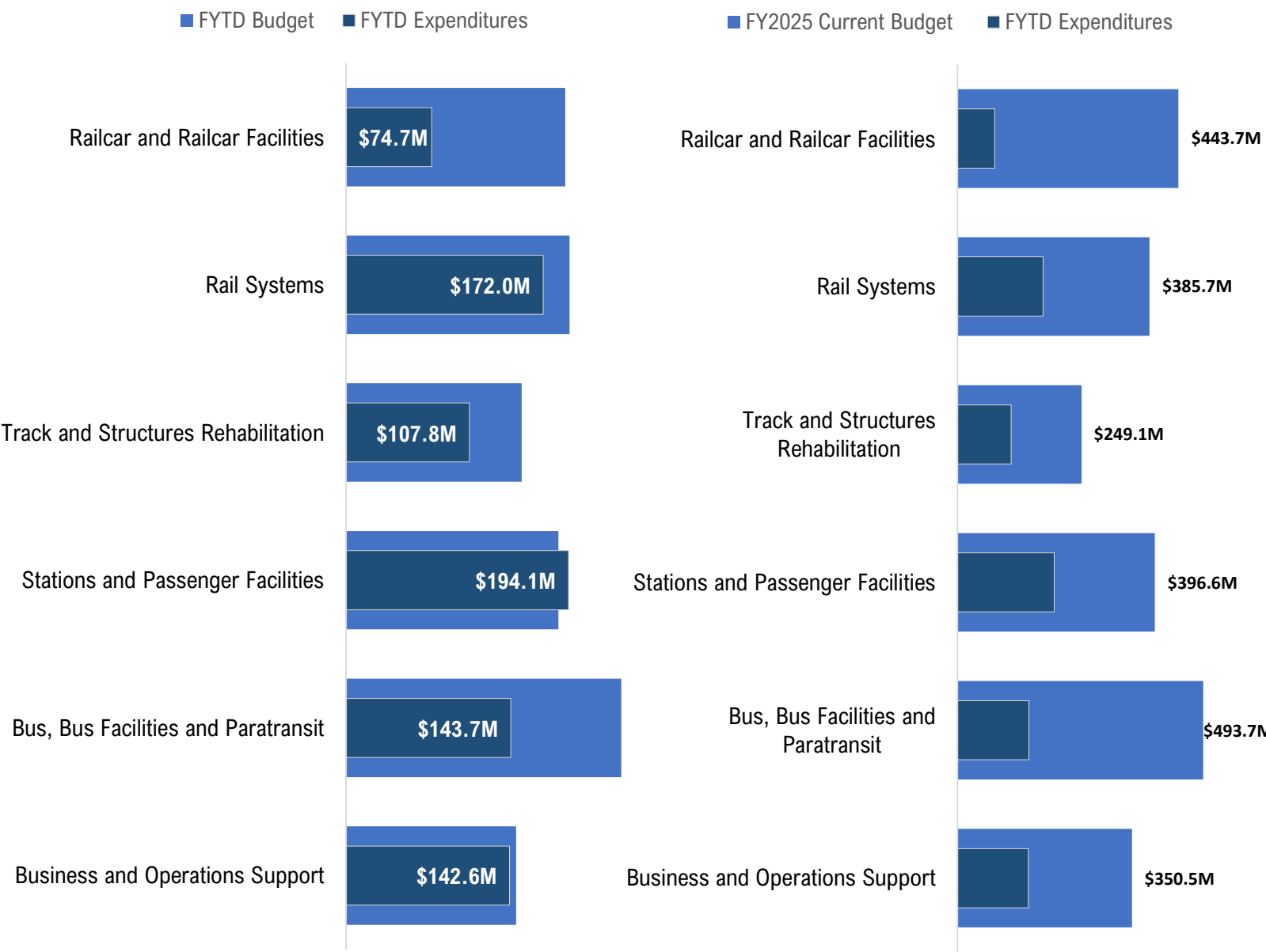
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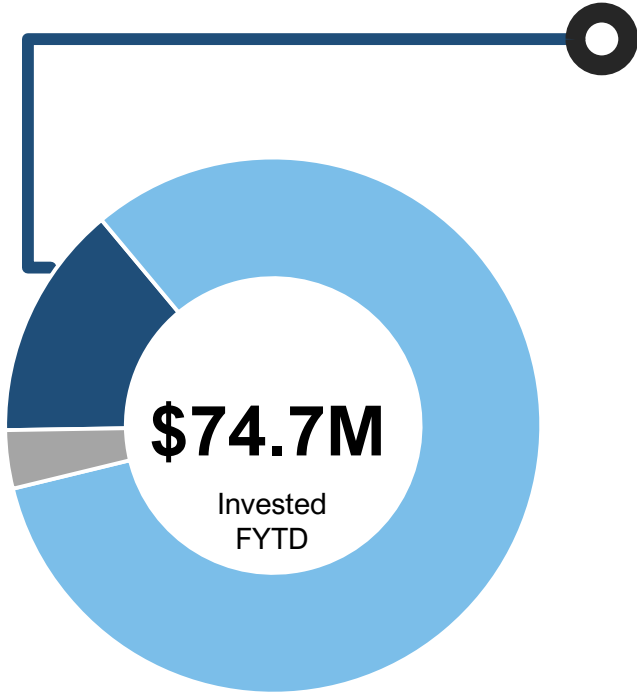
CAPITAL IMPROVEMENT PROGRAM

Metro has invested \$835 million in the Capital Improvement Program through Q2.

The capital improvement program for FY2025 addresses existing needs while also aiming to prevent the creation of new backlogged needs. This program is focused on advancing projects that enhance the state of good repair, reliability, and customer experience, all while prioritizing safety.



RAILCAR AND RAILCAR FACILITIES



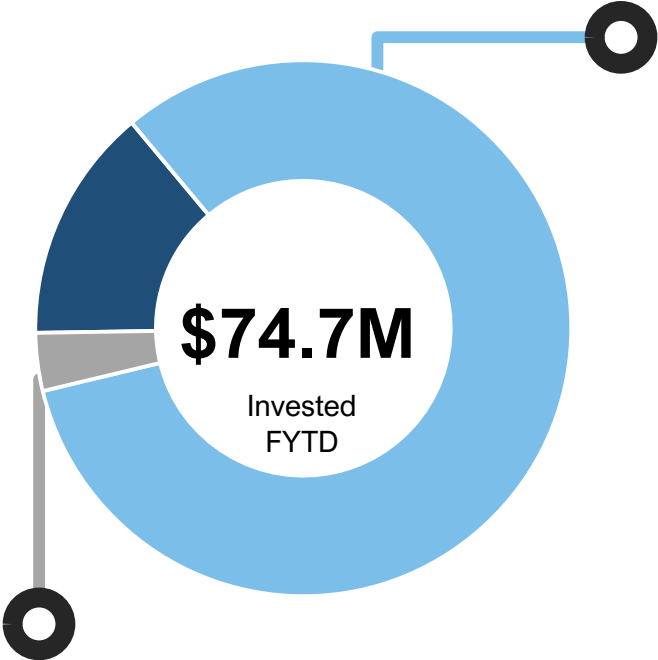
Acquisition – \$10.6M

The 8000-series Railcar project advanced through the preliminary design review phase, incorporating scope adjustments to include new features requested by WMATA. These features include 5G communication capability for real-time diagnostics and live video streaming, passenger compartment enhancements based on customer feedback (e.g., seat design, handholds, and bike racks), additional CCTV views for improved surveillance, and door status indicators for ADA (Americans with Disabilities Act) accessibility and maintenance lighting improvements. While this has impacted timelines, the preliminary design review phase remains on track for mid-Q3 completion. The 2000-series railcar removal solicitation contract was awarded in December 2024, with work expected to begin by the end of January 2025.

For the 7000-series railcars, Phase 2 of cybersecurity hardware implementation remains in progress, while the conceptual software design nears completion. Procurement efforts for cybersecurity software are ongoing. The Network Video Recorder (NVR) upgrade remains in procurement, with work continuing into the next quarter. Occupancy permits for the simulator rooms are still pending at the Carmen Turner Facility (CTF). These permits are expected to be issued in early Q3. The Inter-car barrier project is set to ramp up in Q3, with contract agreements finalized in Q2. The Preliminary Design Requirements (PDR) were completed, and the contractor is preparing to submit the Final Design Requirements (FDR) package and test procedures for review and approval in Q3.



Pictured: The mockup of the 8000-series railcar on the national mall as part of the 'Fleet of the Future' event for the public.



Maintenance Facilities – \$2.6M

In Q2, progress continued on the Greenbelt Railcar Lift Upgrade, with first lift repairs and upgrades underway. The work remains on track, with testing and acceptance expected in Q3.

For design of Sewer Ejector at Paint shop, 60% design is complete and 90% design is progressing. For West Falls Church Cable Trough Rehab Project, the RFP solicitation was rescinded and will be issued at a later date. For Sheriff Road HVAC Facility construction, HVAC construction advanced to 85% completion, and for HVAC Rehab Project at Greenbelt Railyard; bids were reviewed and contract awarded in Q2.

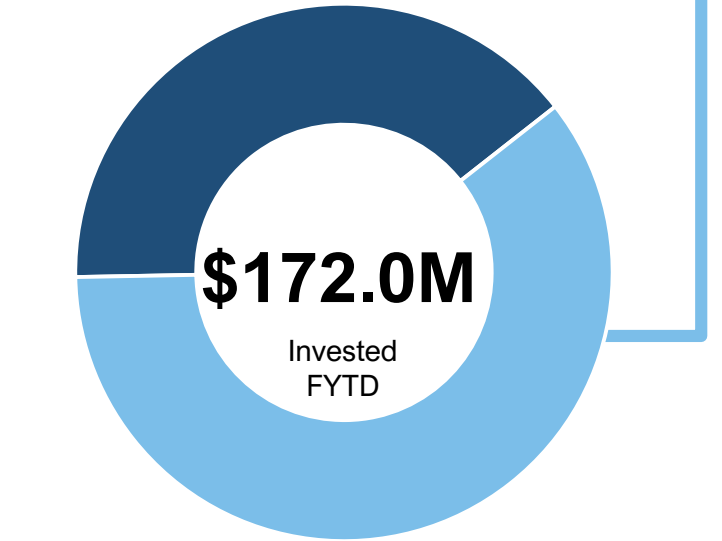
Maintenance & Overhaul – \$61.5M

In Q2, Metro continued its Scheduled Maintenance Program (SMP) for the 7000 Series railcars, completing eight cars this quarter, bringing the year-to-date total to 10 cars. SMP work also began on the 3000 Series railcars in Q2, with the first cars expected to be completed in Q3. Additionally, coupler work on the 6000 Series railcars is scheduled for completion in Q3.

Under the 7000 Series Wheelset Replacement Program (WRP), 72 cars were completed in Q2, exceeding the projected numbers for the quarter. The year-to-date total for the WRP now stands at 158 cars completed.

In Q2, the Automatic Wayside Inspection System (AWIS) program continued progressing across multiple sites. At Sites 1–4 (Greenbelt, Shady Grove, Fort Totten, and Potomac Yard), the AWIS service contract was awarded in July 2024. Spare parts delivery is scheduled for Q3, with recalibration and maintenance planned for Q3 and Q4, pending track time and crew availability. At Site 5 (East Falls Church), equipment delivery has been completed. Installation is expected to begin in March 2025 after Track and Structures finishes the required civil work. For Site 6 (Branch Avenue), equipment is complete and ready to ship. Installation will proceed once Power and Track and Structures finalize civil work, with completion anticipated by June 2025.

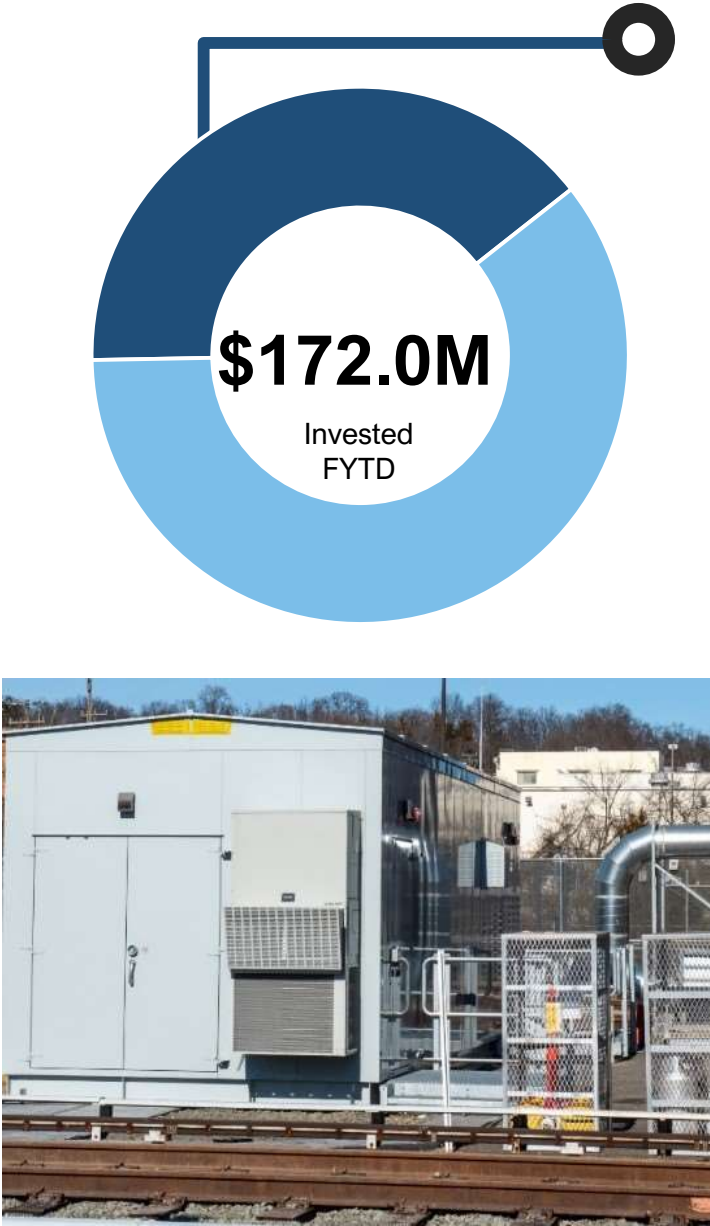
| Railcar Series | FY2025 Rehabilitation Plan | FYTD Progress |
|---------------------------|----------------------------|---------------|
| 3000 SMP | 76 | 0 |
| 6000 SMP | 0 | 0 |
| 6000 Couplers | 2 | 0 |
| 7000 SMP | 120 | 10 |
| 7000 Wheelset Replacement | 280 | 158 |



Signals & Communications – \$113.1M

Significant progress was made on the Radio Infrastructure and Band Replacement Project, particularly in finalizing the design of five Radio Frequency (RF) sites, with construction advancing at Germantown, Rosslyn, and Rhode Island. Five RF sites remain under design, with 95% design packages anticipated in Q3. To address quality issues with the 6K wiring harnesses, WMATA is awaiting test plans as part of the corrective action plan, with production installation of radios on 6K rail vehicles expected to resume in Q3. Advanced Station Distributed Antenna System (DAS) testing has been conducted at 29 additional stations, bringing the total to 91 of 95 stations completed, with four stations removed due to minimal risk of issues. In Q2, the fiber optic infrastructure project on the Blue and Orange Lines continued making progress, reaching 67% overall completion. Radio Fiber installation is now 90% complete, with an additional 65,000 linear feet installed during the quarter. In Q2, support for the Communication-Based Train Control (CBTC) Program remained ongoing, with continued efforts in funding and grant strategy development, rail car conversion strategy, scheduling and estimating, marketing and branding, and project coordination.

| Asset | FY2025 Plan | FYTD Progress | Completion Percentage |
|---|-------------|---------------|-----------------------|
| SOGR Switch Replacement (Switch Machines) | 20 | 14 | 70% |
| SOGR Cable Replacement (Cables) | 19 | 8 | 42% |
| SOGR High-Current Bond Installation (Bonds) | 4 | 4 | 100% |
| SOGR Cable Meggering (Locations) | 36 | 17 | 47% |



Power – \$58.8M

The Traction Power SOGR (State of Good Repair) project continued with the installation of approximately 13,076 linear feet of cables, with an estimated 500 cables meggered for testing. The delivery of AC switchgear, transformers, negative switchboards, and bus ducts was completed at Grosvenor and Medical Center. Construction progressed at Twinbrook Traction Power Substation.

The Tagging Relay Contract experienced testing delays at the two pilot locations, Greenbelt Tie Breaker and Pentagon Traction Power. However, construction was initiated and completed at three traction power stations: Metro Center, McPherson Square, and Eastern Market.

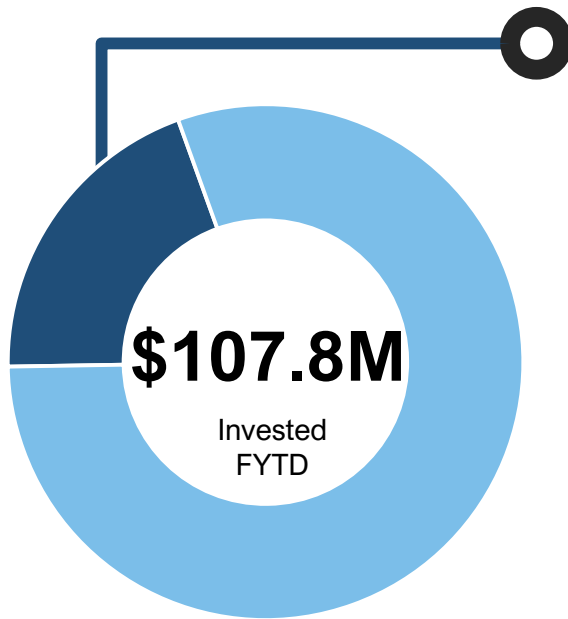
The team continued developing a Request for Proposal for the power generator replacement project to include change of scope and addition of Dunn Loring station.



| Asset | FY2025 Plan | FYTD Progress | Completion Percentage |
|--|-------------|---------------|-----------------------|
| SOGR Cable Installations (LF) ¹ | 36,560 | 23,481 | 64% |
| Cable Meggering | 2,000 | 1,071 | 54% |
| Uninterruptable Power Supply Replacement | 25 | 21 | 84% |

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

TRACK AND STRUCTURES REHABILITATION



Fixed Rail – \$81.2M

The Track Rehabilitation Program ensures a safe and reliable rail system through the repair and replacement of track and structures components.

During FY2025 Q2, Track and Structures executed critical infrastructure upgrades and maintenance projects during the major winter shutdown. The winter shutdown in downtown DC encompassed Farragut West, McPherson Square, Federal Triangle, Smithsonian, Metro Center, and L'Enfant Plaza stations. Project teams efficiently completed planned upgrades ahead of schedule and under budget, demonstrating effective project management and resource utilization. Track work included Restraining Rail Removal, Joint Elimination, Track Fastener Replacement, and Anchor Bolt Replacement. Additionally, the team completed Grout Pad Replacement, Concrete Spall Repairs, and supported the Restraining Rail Removal and Interlocking Concrete Rehabilitation.

Flat car design package was received in December 2024 and currently undergoing review. The Ballast car project completed 80% assembly of the first car, started second and third car assembly, completed frame fabrication for the fourth car, and progressing with fifth and sixth car fabrication.



TRACK AND STRUCTURES REHABILITATION (CONTINUED)

Track Rehabilitation Work by Component Activity

| Component Activity | FY2025 Plan | Total FYTD Complete | Completion Percentage |
|-------------------------------------|-------------|---------------------|-----------------------|
| Crossties Replaced | 7,000 | 4,852 | 69% |
| Third Rail Insulator Replacement | 3,500 | 2,253 | 64% |
| Joint Elimination | 550 | 288 | 52% |
| Running Rail Renewal | 52,884 | 36,660 | 69% |
| Third Rail Rehabilitation | 5,000 | 130 | 3% |
| Track Stabilization ¹ | 400 | 0 | 0% |
| Turnouts Rehabilitated ³ | 3 | 0 | 0% |
| Track Fasteners Replaced | 10,000 | 7,271 | 73% |
| Track Surfacing ³ | 110,000 | 46,109 | 42% |

1. Track Stabilization for the Red Line Summer Shutdown was completed early during FY2024 Q4; Track and Structures will complete this activity in another location before the end of FY2025.
2. Turnout Rehabilitation scheduled for FY2025 Q3 on the A-Line and Q4 on the B-Line.

Structures Rehabilitation Work by Component Activity

| Component Activity | FY2025 Plan | Total FYTD Complete | Completion Percentage |
|-------------------------------------|-------------|---------------------|-----------------------|
| Concrete Restoration (SF) | 1,800 | 1,148 | 64% |
| Deck Joint Replacement (LF) | 450 | 128 | 28% |
| Drain Rodding (LF) | 100,000 | 71,460 | 71% |
| Grout Pad Rehabilitation (LF) | 8,000 | 8,725 | 109% |
| Leak Mitigation | 2,000 | 697 | 35% |
| Track Bed Cleaning (LF) | 350,000 | 121,390 | 35% |
| Track Signage Replaced ³ | 800 | 527 | 66% |

\$107.8M

Invested
FYTD

Structures – \$26.6M

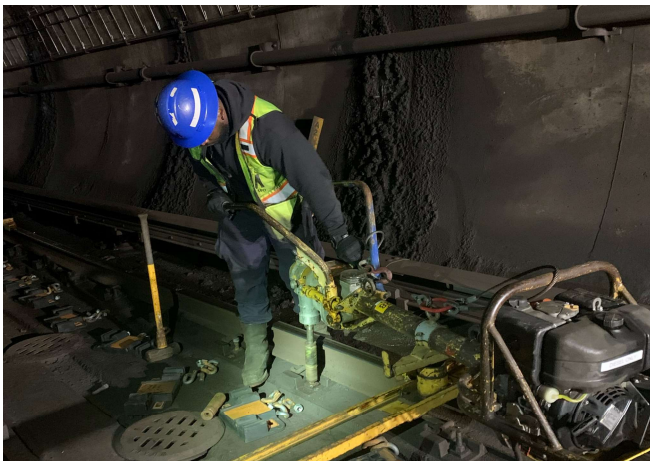
Work resumed on the Tunnel Leak Mitigation Project. A-Line activities included weekend single tracking, weekday early outs, and non-revenue work on Tracks 1 and 2. The remaining work is expected to be completed by the end of February, utilizing Rail Schedule Adjustments (RSAs) and non-revenue track access, allowing the six-month monitoring period to begin. For the B Line, efforts in Q4 will focus on completing the work to the most warrantable state possible during the May 2025 RSAs. However, due to rising costs and limited track access availability, WMATA has decided to halt further B-Line work beyond this scope.

In Q2, progress continued on the load rating of WMATA bridges. Out of the remaining 82 bridges, 37 were completed in-house by the end of Q2, reducing the number of outstanding bridges to 45. Work remains ongoing to finalize the remaining assessments.

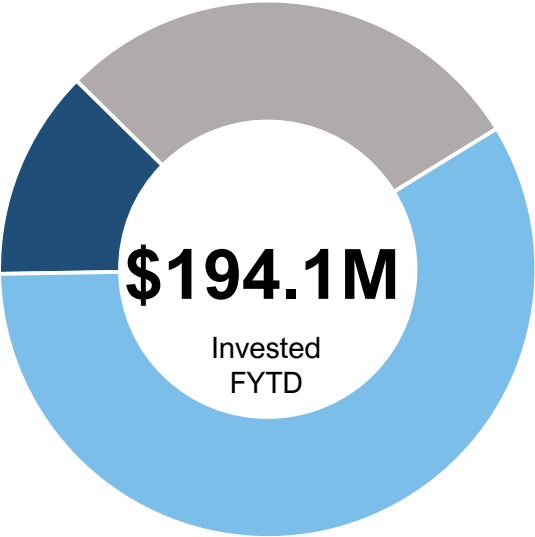
The Tunnel Ventilation project advanced with the completion of structural work and the delivery and installation of all fans. Progress continued on vent shaft dampers, which are now 95% complete, while Substantial Completion Inspections (SCI) for electrical work are ongoing. The de-energization and re-energization of AC Switchgear equipment at Cleveland Park and Woodley Park remain delayed, with the revised target now set for early Q3. Additionally, partial administrative closeouts and punch list observations remain in progress, keeping the project on track for finalization in the upcoming quarters.

For Shaft Rehab Project, the contract was awarded and Notice to Proceed targeted for Q3. For Shaft Fall Protection Assessment, 60% design approved and 90% design progressing.

In the second quarter, the Project Team continues to work on Structural B prioritization package, total project cost estimates, and schedule. Solicitation for bids on Eisenhower Aerial Structure design project was advertised and awaiting bid submission.



STATIONS AND PASSENGER FACILITIES



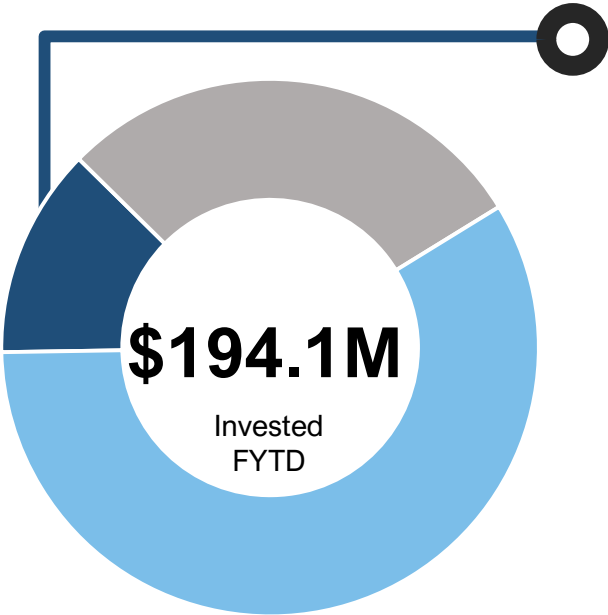
Platforms & Structures – \$56.4M

In Q2 procurement finalized the bike equipment parking RFP, which the contractor released in Q2. Bids were received from multiple vendors, with contract awards expected in Q3 FY2025.

In Q2 station rehabs were completed at Union Station, Pentagon City and Van Ness stations. Also completed were the Huntington training room and Downtown Largo training room and lunch room. Maintenance activities, including power washing, cleaning, and leaf removal, continued as planned. For surface lots, milling and paving were completed at Vienna (North), while asphalt work was finished at Vienna (South) and Hyattsville Crossing. Metro also continued progress on the Station Entrance Enhancements project. All six design packages were completed. The first seven locations, covering 12 entrances at Gallery Place, Smithsonian, L’Enfant Plaza, Waterfront, Clarendon, Columbia Heights, and Congress Heights stations, remain designated for initial implementation. Construction is now scheduled to begin in Q3 FY25. The Potomac Yard station marked one year in operation during Q2. Metro is restoring Potomac Greens Community and City of Alexandria park areas surrounding the station and continued progress towards completion of contract closeout.

In Q2, progress continued across multiple station projects, with key milestones achieved in preparation for safety certification and system commissioning. At Southern Avenue, the contractor successfully completed the second Substantial Completion Inspection (SCI) for the Garage Emergency Telephones (GETs) and Closed Circuit Television (CCTV) system. At Naylor Road, the contractor is in the process of resolving punch list items related to the GETs and CCTV system. At Cheverly, the contractor completed installation of the GETs and paving of the parking lot, while the utility provider finalized overhead pole and wire installations.



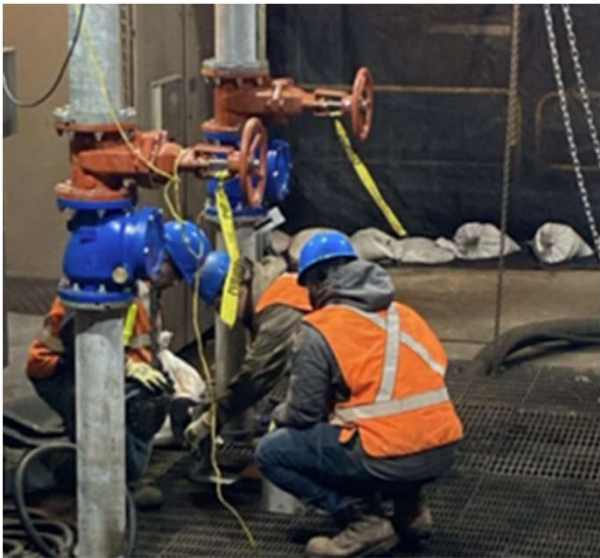


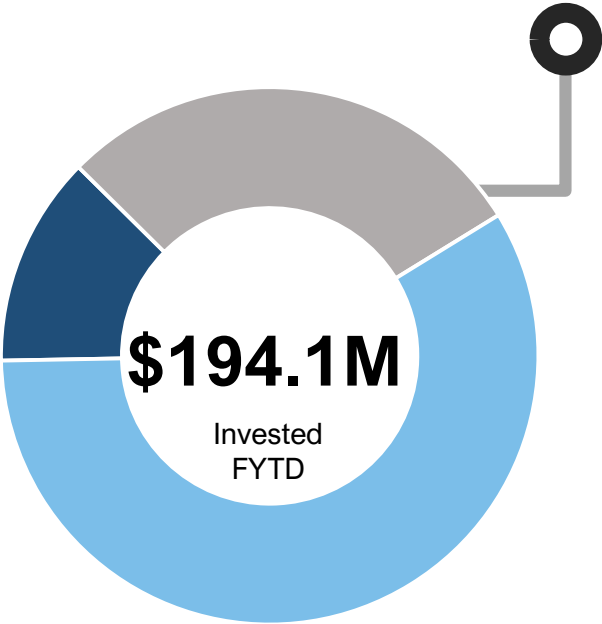
Station Systems – \$95.7M

In Q2, Metro continued its lighting improvement initiatives. For Platform Edge Lighting, pre-RSA preparatory work continued during non-revenue weeknights, including electrical infrastructure installation from platform ends to ancillary rooms. As part of the Winter Shutdown, edge lighting replacement was completed at Metro Center, Mcpherson Square, and Farragut West and Federal Triangle, Smithsonian, L'enfant Plaza.

For the Rail System Drainage Rehab Project, the contractor continued punch list closeout work six locations: Medical Center, Wheaton, Noyes Lane, Metro Center, Federal Triangle, and Glenmont. Construction remains ongoing at L'Enfant Plaza. At Forest Glen, all construction activities, including pump installations, have been completed. Similarly, at Bethesda-Friendship Heights, pumps have been installed, with one item, installation of metal grating, awaiting approval for Prime Mover and Track Rights to deliver materials and complete demobilization. Analysis and design efforts are in progress for the next six permanent drainage pumping station locations: Forest Glen, Friendship Heights, Van Ness, Judiciary Square, Gallery Place, and Fort Totten.

In Q2, progress continued across multiple fare-related projects. Web SmartBenefits Enhancement 2.0 continued modernization efforts, focusing on increasing participation, revenue, and customer satisfaction. Enhancements in Q2 included efforts to reduce SmartBenefits credit card fees, introduce convenience fees, improve ADA compliance, and streamline transit allocation processes The Open Payments project officially began work with Littlepay as the vendor. The system is scheduled to go live in phases: rail in May 2025, bus in July 2025, and parking in November 2025.





Vertical Transportation – \$42.1M

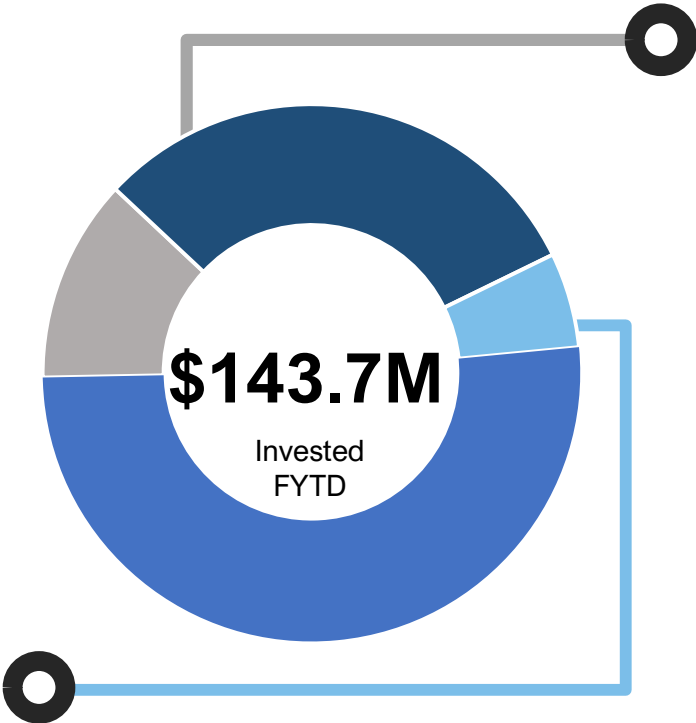
In Q2, a total of 712 work orders were completed on escalators, including step chain, handrail, gearbox, and drive chain replacements, as well as welding repairs. The build-out of the elevator/escalator auxiliary parts storage space and repair work area is 80% complete. Water remediation assessments were completed, with the initial report submitted. The elevator glass cleaning contract is 99% complete. Additionally, the truss and pan cleaning project is ongoing.

In Q2, Metro completed the installation of four escalator units, including two at Crystal City and one each at Pentagon and Medical Center. Additionally, work commenced on seven more units, with three at Franconia-Springfield, two at Crystal City, and one each at Pentagon and Medical Center. These efforts reflect continued progress in Metro’s escalator rehabilitation and replacement program.

No elevators were rehabilitated in Q2 FY25. Construction work is expected to start in Q3 FY2025.

| Activity | FY2025 Plan | Q1 Completed | FYTD |
|-----------------------------------|-------------|--------------|------|
| Elevators Rehabilitated | N/A | 0 | 0 |
| Escalators Overhauls ¹ | 0 | 0 | 0 |
| Escalators Replaced | 31 | 4 | 14 |

BUS, BUS FACILITIES AND PARATRANSIT



Acquisition – \$7.0M

New buses contribute to improved customer experience and operational savings by replacing less reliable and less fuel-efficient buses.

| Bus Type | FY2025 Expected Buses | FY25 Delivered |
|-----------------------------|-----------------------|----------------|
| Battery Electric Bus 40-ft. | 10 | 2 |

Metro awarded the next five-year replacement contract to New Flyer in Q2. The base award is for 75 forty-foot Hybrid and 25 thirty-five foot for Battery Electric buses. Delivery of Minivans began with 74 received through the end of Q2. Delivery of NextGen Vehicles also began in Q2 with 10 received through the end of Q2. A total of 184 Minivans and 50 Next Gen Vehicles are expected to be delivered by Q4.

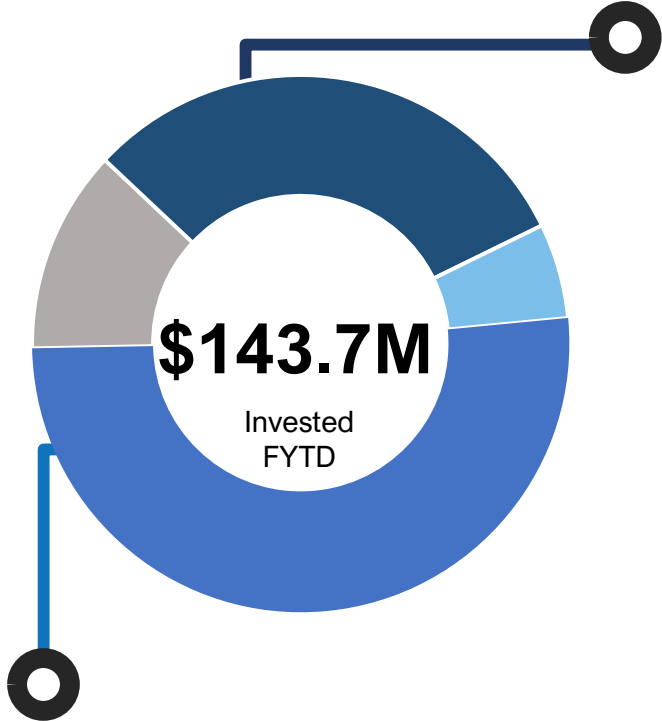
In Q2, two 40-foot New Flyer battery-electric buses continued to operate from Shepherd Parkway bus division. Metro staff participated in familiarization training of the Heliox charging equipment that were installed at Shepherd Parkway.



Maintenance Facilities – \$86.3M

Building progress continued the Maintenance Building for Bladensburg Bus Garage. Completion is expected during FY25Q3. At Northern Bus Garage, structural steel construction began in Q1 and other ongoing work (water proofing, developing perimeter walls and slab on grade) continues.

Work continued on the conceptualization and development of the electric bus garage at Cinderbed Rd. The procurement package for design and staff augmentation has been pushed out to FY26, and no costs were charged. The expansion of facilities to house and maintain electric buses supports Metro’s goal of a 100% electric bus fleet by 2042.



Maintenance & Overhaul – \$34.4M

In Q2, the Bus Simulator was completed, with payment finalized in September. This investment supports the training of new bus operators and aligns with Metro’s strategic goal of recruiting and developing Talented Teams. The Fleetwatch system payment was processed in October. Additionally, the project finalized the purchase of hand tools, diagnostic equipment, and other work equipment upgrades.

In Q2 23 Bus Rehabs were complete. In addition, 22 Engine Assemblies and 48 Transmission Assemblies were done.

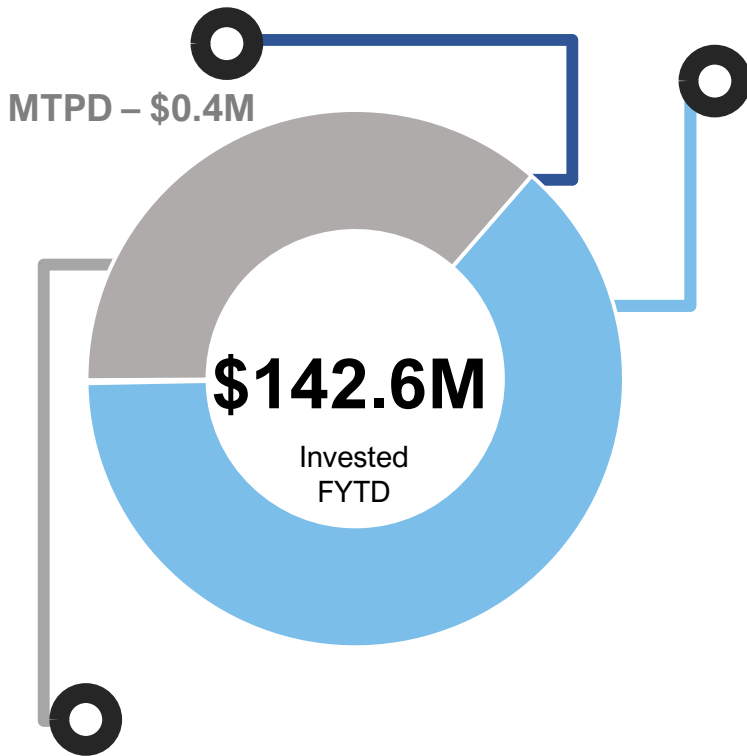
Passenger Facilities & Systems – \$16.1M

In Q2, the Customer Information Electronic Display System (CIEDS) project completed the installation of the remaining 50 e-paper signs (13-inch) and all six 32-inch e-paper signs at shelters.

Coordination continued with the Maryland Department of Transportation (MDOT) and Montgomery County Department of Transportation (MCDOT) to extend the duration of nearly seven lane miles of bus lanes through the end of the year. A performance evaluation was completed, successfully supporting the case for making the bus lanes permanent in 2025. Collaboration with DDOT is ongoing for the Georgia Avenue Bus Lanes and 14th Street Bus Priority Project. Due to the Clear Lanes initiative, Metrobuses experienced 27% fewer instances of cars blocking bus lanes in October 2024 compared to October 2023.

| Asset | FY2025 Plan | FYTD Progress | Completion Percentage |
|-------------------------|-------------|---------------|-----------------------|
| Bus Rehabilitations | 80 | 38 | 48% |
| Engine Assemblies | 120 | 59 | 49% |
| Transmission Assemblies | 150 | 90 | 60% |

BUSINESS AND OPERATIONS SUPPORT



Information Technology (IT) – \$60.0M

The project kickoff for migration of Metro's timekeeping system to a cloud-based platform was held in Q2. Currently, analysis and initial activities are in progress.

Two key activities related to Transit Data Standards Phase 1 have been completed. Planning and prototyping of transit data infrastructure kick-off meeting was held in December. Data standards stewardship engagement is anticipated to reach NTP in Q3.

The Alert Meter project is in Phase I to implement a predictive safety software tool to measure bus operator alertness prior to starting shift. Initial startup is for two (2) locations - Landover and Andrews Bus Garages. IT access and security needs are being assessed and software licenses are in Procurement.

Support Equipment & Services – \$82.2M

In Q2, 26 vehicles were delivered, including 13 Service Support vehicles, 11 Passenger vehicles, and 2 SOM/Safety vehicles. This brings the total deliveries to 69 out of 201 vehicles. The Environmental Compliance Program continued with work at Alexandria Yard, Shady Grove Yard, and New Carrollton Yard. At Alexandria Yard, Roadway Worker Protection training for contractor personnel was completed, and construction activities began, including track removal. At Shady Grove Yard, work progressed with excavation, soil compaction, and concrete work following the removal of running rails and the establishment of a work zone.

For the storage tank replacement at New Carrollton Yard, contractor mobilization is anticipated in Q3 with plans to install fencing, signage, and traffic barriers. Submittals for long lead items, including storage tanks, pumps, and accessories, are under review, with approvals expected by the end of December. Sludge removal was completed in Q2, and the permit application to Prince George's County has been submitted, with issuance anticipated in early Q3.

In Q2, progress continued across various Non-Revenue Facilities projects. At Good Luck Road, the installation of 11 rooftop units (RTUs) was completed, with one remaining unit scheduled for February 2025. Additionally, the replacement of 15 humidifiers was finalized. At Montgomery Bus Garage, construction of the access platform for exhaust fans is ongoing, with completion expected in early February 2025. At Queenstown Facility, exhaust fan replacement work was completed. At Shepherd's Parkway, construction is set to begin in December following the issuance of the DCRA permit, with shop drawing reviews currently underway.

REAL ESTATE UPDATE

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

Joint Development

Metro continues to advance its joint development program, guided by its [10-Year Strategic Plan for Joint Development](#).

- Capitol Heights: The response period closed to Metro's Request for Qualifications for developers to create and implement a development plan for 3.88 acres at the Capitol Heights station. Metro is currently evaluating submissions and anticipates releasing a Request for Proposals to selected respondents in Q3. The State of Maryland previously announced \$17 million in infrastructure funding to support development at this site.
- Deanwood: Metro is evaluating proposals in response to Metro's Request for Proposals for the 1.12-acre development opportunity on the existing surface parking lot and anticipates selecting a developer no later than Q4.
- North Bethesda: The response period closed to Metro's Request for Qualifications for developers to create and implement a development plan for the 13.9-acre site. Metro is currently evaluating submissions and anticipates selecting a developer in Q4. Metro and Montgomery County have executed a Memorandum of Understanding outlining respective roles and commitments to the project. The development will include the future headquarters for the University of Maryland's Institute for Health Computing.

Acquisitions

- Western Bus Garage: In September 2023, Metro was awarded possession of the former Lord & Taylor site. The Department of Justice and the prior owner exchanged appraisals with the first status conference scheduled with the Judge overseeing the condemnation case in October 2025.

Incidental Use

- Six ATMs from First National Bank have been installed in Metro stations. All 122 ATMs are projected to be installed across the system by the end of CY2025. This initiative provides Metro with non-passenger operating revenue.

Leases

- Potbelly opened a 2,300 square foot space in Metro's L'Enfant Plaza headquarters. This initiative provides Metro with non-passenger operating revenue.



SUSTAINABILITY UPDATE

Energy Action Plan

Metro continues to advance initiatives that increase energy efficiency and favorable electricity supply pricing, contain operating costs, modernize operations, and promote innovation – helping Metro and the region achieve their goal. Recent highlights include:

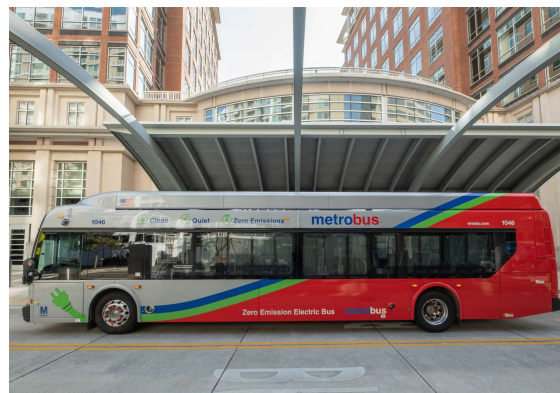
- Modernizing facilities to enhance building efficiency, reduce emissions, and create healthier workspaces. Received [LEED®](#) Gold certification for the Metro Building at New Carrollton and Potomac Yard-VT Metro Station – increasing Metro’s certified buildings to 15.
- Testing and evaluating modern technology through the Sustainability Lab. Purchased and deployed portable electric jackhammers for evaluation to reduce deployment time and increase work output.
- Awarded electricity supply contract in Maryland, working with the federal General Services Administration (GSA). This contract mitigates exposure to energy market volatility, secures long-term, stable pricing - ensuring financial stability while putting Metro on track to achieve its overall goal of 100% carbon-free electricity by 2033.
- Solar carport at Cheverly MetroRail Station approved for energization in Q2. Completing delivery of 10 MW of community solar through an innovative [lease agreement](#) that provides revenue to Metro and station improvements to customers.



Infill station at Potomac Yard supports transit-oriented investment and regional connectivity – making efficient use of existing transit infrastructure



Electric jackhammer demonstration.



Pictured: Zero-emission Metro Bus in service in Crystal City

Zero-Emission Fleet Transition

Metro continues work towards the goal of transitioning its bus, paratransit, and non-revenue fleets to zero-emission vehicles, subject to budget constraints and market conditions. Recent accomplishments include:

- Beginning to assess the relative costs and benefits of transitioning to zero-emission vehicles across bus, non-revenue, and paratransit fleets.
- Since 2023, trained more than 800 employees to support Metro’s new battery-electric buses.
- Introduced two additional battery-electric buses in service for a total active fleet of four and received five of six electric work pickup trucks.
- Awarded a five-year bus procurement contract, which includes 25 BEBs and 75 hybrids in the base year.
- Continued quarterly meetings with regional transit partners to maximize efficiency and collaboration.

Strategic Resiliency

Metro continues to integrate strategic resilience into our operational practices and capital programs. Recent accomplishments include:

- Improving passenger facilities and customer experience by planting over two hundred trees at two stations through a partnership with Casey Trees with grant funding from the USDA Forest Service.

SUSTAINABILITY UPDATE (CONTINUED)

Service and Planning

Investing in safe, frequent, and reliable transit drives transit ridership growth, which is central to meeting the region's clean air and sustainability goals. Recent highlights include:

- Ridership grew over 43 consecutive months in response to high-quality service with systemwide ridership up 10% compared to the same period in FY2024.
- Metro's Board of Directors approved the Better Bus Network Redesign, the first major overhaul of the Metrobus network in its 50-year history. The new network will extend high-frequency bus service to 100,000 residents, significantly expand weekend service, and connect the average customer to 5% more key destinations, while staying within planned future-year budgets.
- In Fall 2024, Metro finished installing more secure faregates at all 98 Metrorail stations and fareboxes on 1,500 buses. These investments and enforcement activities reduced fare evasion 82% on Metrorail and crimes on the Metro System by 40%.
- In January 2024, the District of Columbia began ticketing violators in bus lanes through the [Clear Lanes](#) partnership to speed up bus service and enhance reliability. Weekday bus lane violations dropped 30% November 2023 to November 2024. Across the District, Clear Lanes coupled with Clear Lanes has improved bus speeds in bus lanes by 13%, and as much as 43% on I Street NW, since pre-pandemic levels.



- [Metro Lift](#), Metro's income-qualified reduced fare program, has over 10,000 participants taking more than 2,700 trips a day. Those customer trips are happening at all 98 rail stations and on over 125 bus lines, resulting in a combined cost savings of \$1.5 million for low-income customers.
- FY2025 Q1/Q2 advanced the DMVMoves effort to deliver a regional vision and dedicated, sustainable funding for transit. Activities included three Task Force meetings; 10 Advisory Group meetings; establishing a Vision statement and goals; convening six working groups to develop an Action Plan for improvements; and developing a range of investment and funding scenarios.
- In November 2024 Metro's Board of Directors approved new rail and bus subsidy allocation formulas. The new formulas are more logical and transparent, and more clearly tie costs to levels of service provided.



FEDERAL AWARDS UPDATE

As of December 30, 2024, WMATA had 24 active awards from the Federal Transit Administration (FTA) with a combined value of \$2.5 billion. This includes Federal Fiscal Year 2021 formula funding of \$120 million in ARPA Additional Assistance for WMATA Operations.

In Federal Q1 FY2025, Metro was reimbursed \$114 million from Federal grants for projects that include, but are not limited to, assisting the operating budget revenue shortfall through the ARPA grant, State of Good Repair projects, the construction of new bus garages, and repairing station and track infrastructure. WMATA closed two grants last quarter and anticipates closure of at least three grants by the end of WMATA FY2025. This would be Jan Feb March for Federal.

Active FTA Awards as of 12/30/2024 (Dollars in Millions)

| Federal Award ID | Date of Award | Application Name | Federal Award | Drawn | Updated Balance | POP End Date |
|------------------|---------------|--|---------------|---------|-----------------|--------------|
| DC-2017-011 | 08/15/2017 | Track Inspector Location Awareness with Enhanced Transit Worker Protection ¹ | \$1.88 | \$1.88 | \$0.0 | 12/31/2024 |
| DC-2018-012-00 | 09/09/2018 | Bus Shelters Replacement | \$3.6 | \$3.2 | \$0.4 | 09/30/2025 |
| DC-2020-007-00 | 05/27/2020 | FFY19 Section 5310 Metro Access Replacement Vehicles | \$0.90 | \$0.00 | \$0.90 | 01/30/2027 |
| DC-2020-010-01 | 07/10/2020 | FFY20 5307 Bus Replacements & Rehabilitation, Bus & Rail Facility Improvements, and Rail Systemwide ATC & Propulsion Improvement | \$328.7 | \$316.8 | \$11.9 | 09/30/2025 |
| DC-2020-017-01 | 08/14/2020 | FFY20 5337 Rail System Rehabilitation, Railcar Preventive Maintenance, Railcar Procurement and HRO Facility | \$293.8 | \$274.7 | \$19.1 | 09/30/2025 |

Note: Drawn numbers are from inception through 12/30/2024

1. This award must remain active until the final report is submitted. POP end date pending with FTA Office of Research



FEDERAL AWARDS UPDATE (CONTINUED)

Active FTA Awards as of 12/30/2024 (Dollars in Millions)

| Federal Award ID | Date of Award | Application Name | Federal Award | Drawn | Balance | POP End Date |
|------------------|---------------|---|---------------|---------|---------|--------------|
| DC-2021-003 | 03/08/2021 | FFY2020 5339 (c) Low-No Metrobus Zero-Emission Fleet Program | \$4.2 | \$2.9 | \$1.3 | 06/30/2025 |
| DC-2021-008 | 05/19/2021 | WMATA FFY19 Section 5312 Public Safety Pilot Study | \$0.2 | \$0.0 | \$0.2 | 12/30/2025 |
| DC-2021-012 | 08/17/2021 | FFY2021 5312 COVID-19 Research and Demonstration Project | \$0.6 | \$0.3 | \$0.3 | 06/30/2025 |
| DC-2021-014 | 09/01/2021 | FFY2021 5339 Bladensburg Bus Garage | \$33.6 | \$21.6 | \$11.9 | 12/30/2027 |
| DC-2022-010 | 08/26/2022 | FFY2022 PRIIA WMATA Office of Inspector General | \$15.0 | \$10.6 | \$4.4 | 09/01/2026 |
| DC-2022-011 | 08/26/2022 | FFY 2021 American Rescue Plan (ARP) Additional Assistance for WMATA Operations | \$120.1 | \$91.7 | \$28.4 | 03/30/2025 |
| DC-2022-012 | 08/29/2022 | FFY2022 Section 5337 Railcar Preventive Maintenance, Railcar Scheduled Maintenance Program and Track Preventive Maintenance Program | \$301.3 | \$185.9 | \$115.4 | 06/30/2026 |
| DC-2022-014 | 09/07/2022 | FFY 2022 Section 5307 Bladensburg Bus Garage, Northern Bus Garage and Rail Station Revitalization Program | \$355.9 | \$212.5 | \$143.4 | 12/30/2027 |
| DC-2022-015 | 09/07/2022 | FFY2022 5307 Bus Replacements, Van Replacements, Bus Rehabilitation, and Bus Preventive Maintenance | \$160.4 | \$59.7 | \$100.7 | 12/30/2027 |

Note: Drawn numbers are from inception through 12/30/2024 which include updated period of performance end dates.
Date of Award is the initial award date.

FEDERAL AWARDS UPDATE (CONTINUED)

Active FTA Awards as of 12/30/2024 (Dollars in Millions)

| Federal Award ID | Date of Award | Application Name | Federal Award | Drawn | Balance | POP End Date |
|------------------|---------------|--|---------------|---------|---------|--------------|
| DC-2022-016 | 09/07/2022 | FFY2022 Section 5337 Rehabilitation of Yellow Line Bridge and Tunnel, Rehabilitation of Bridge Structures and Construction of Heavy Repair Overhaul Facility | \$198.3 | \$106.7 | \$91.6 | 7/30/2027 |
| DC-2022-017 | 09/12/2022 | FFY2022 Section 5307 Station Entrance Canopies and Stairways, Rehabilitation of Parking Facilities, and Rail Station Cooling and AC Power and Switches | \$24.2 | \$20.7 | \$3.5 | 12/30/2026 |
| DC-2022-018 | 09/14/2022 | FFY2022 PRIIA WMATA Vertical Transportation, Support Facility Fire System Rehabilitation, Tunnel Water Leak Mitigation, Platform Rehab (Phase 4), Automatic Train Control and Radio Infrastructure | \$143.5 | \$133.3 | \$10.2 | 6/30/2025 |
| DC-2023-006 | 08/23/2023 | FFY2018 5307 Paratransit Van Replacements | \$0.2 | \$0.1 | \$0.1 | 2/28/2025 |
| DC-2023-007 | 09/15/2023 | FFY2023 PRIIA WMATA Vertical Transportation, Yellow Line Tunnel and Bridge Rehabilitation, Tunnel Water Leak Mitigation, Automatic Train Control Rooms | \$143.5 | \$128.3 | \$15.2 | 6/30/2026 |
| DC-2024-002 | 06/03/2024 | FFY24 VA CMAQ WMATA Bus Replacement | \$3.4 | \$0.0 | \$3.4 | 6/30/2026 |
| DC-2024-006 | 09/15/2023 | FFY2023 5310 Enhanced Mobility Paratransit Van Replacement | \$1.7 | \$0.0 | \$1.7 | 6/30/2026 |
| DC-2024-009 | 08/28/2024 | FFY2024 PRIIA WMATA - ELES Water Intrusion, Escalator Replacement, Prime Mover Replacement, ATC Train Control Rooms, AC Switchgear Rehab, Railcar SMP and Tunnel Leak Mitigation | \$143.5 | \$5.6 | \$137.9 | 6/30/2027 |
| DC-2024-013 | 09/11/2024 | Section 5337 Preventive Maintenance Track and Railcars, Station Cooling, Parking Rehab, Station Gate Replacements | \$184.5 | \$1.8 | \$182.7 | 6/30/2026 |
| DC-2024-014 | 09/15/2023 | FFY24 Section 5307 Bus Preventive Maintenance and Rehabilitation, Security Systems, MTPD Projects, and ADA L'Enfant Elevator | \$45.6 | \$1.0 | \$44.6 | 12/01/2027 |

Note: Drawn numbers are from inception through 12/30/2024

FEDERAL AWARDS UPDATE (CONTINUED)

FTA Awards Closed during Quarter 2 (as of 12/30/2024) (Dollars in Millions)

| Federal Award ID | Date of Award | Application Name | Federal Award | Closed Date |
|------------------|---------------|--|---------------|-------------|
| DC-2019-010-00 | 08/13/2019 | FFY2019 5307/5340 Formula Funding | \$191.4 | 12/13/2024 |
| DC-2021-015 | 08/13/2021 | ARPA Section 5307 - WMATA Operating Assistance | \$1,209.0 | 9/10/2024 |

FTA Applications in Progress Pending Award Quarter 2 (as of 12/30/2024)

| Federal Award ID | Application Name | Federal Request |
|------------------|------------------|-----------------|
| N/A | | |

Active Non-FTA Awards during Quarter 2 (as of 12/30/2024) (Dollars in Millions)

| Federal Award ID | Date of Award | Application Name | Federal Award | Drawn | Balance | POP End Date |
|-------------------|---------------|------------------------------------|---------------|--------|---------|--------------|
| EMW-2021-RA-00030 | 09/01/2021 | DHS Transit Security Grant Program | \$4.5 | \$0.99 | \$3.5 | 08/31/2025 |
| EMW-2023-RA-0036 | 09/01/2023 | DHS Transit Security Grant Program | \$4.5 | \$0.0 | \$4.5 | 08/31/2026 |
| EMW-2024-RA-0036 | 09/01/2024 | DHS Transit Security Grant Program | \$7.2 | \$0.0 | \$7.2 | 08/31/2027 |
| OS2024R1MG066 | 07/01/2024 | OST SMART Grant | \$2.0 | \$0.0 | \$2.0 | 01/31/2026 |

Closed Non-FTA Awards (as of 12/30/2024) (Dollars in Millions)

| Federal Award ID | Date of Award | Application Name | Federal Award | Closed Date |
|------------------------|---------------|------------------------------------|---------------|-------------|
| 15PBJA-21-GG-04422-BWC | 12/01/2021 | DOJ Body Worn Camera Program | \$0.9 | 11/30/2024 |
| EMW-2020-RA-00019 | 09/01/2020 | DHS Transit Security Grant Program | \$3.3 | 11/29/2024 |

TABLE 1: CAPITAL PROGRAM FINANCIALS BY INVESTMENT CATEGORY

| Capital Investments | FY2025 Budget | FY2025 Actuals | % Expended |
|--|------------------|-------------------|---------------|
| Acquisition | 88.4 | 10.6 | 12% |
| Maintenance & Overhaul | 339.1 | 61.5 | 18% |
| Maintenance Facilities | 16.2 | 2.6 | 16% |
| Railcar and Railcar Facilities | 443.7 | 74.7 | 17% |
| Power | 133.3 | 58.8 | 44% |
| Signals & Communications | 252.4 | 113.1 | 45% |
| Rail Systems | 385.7 | 172.0 | 45% |
| Fixed Rail | 160.0 | 81.2 | 51% |
| Structures | 89.1 | 26.6 | 30% |
| Track and Structures Rehabilitation | 249.1 | 107.8 | 43% |
| Platforms & Structures | 102.9 | 56.4 | 55% |
| Vertical Transportation | 62.0 | 42.1 | 68% |
| Station Systems | 231.6 | 95.7 | 41% |
| Stations and Passenger Facilities | 396.6 | 194.1 | 49% |
| Acquisition | 155.0 | 7.0 | 5% |
| Maintenance & Overhaul | 64.8 | 34.4 | 53% |
| Maintenance Facilities | 232.8 | 86.3 | 37% |
| Passenger Facilities & Systems | 41.1 | 16.1 | 39% |
| Bus, Bus Facilities and Paratransit | 493.7 | 143.7 | 29% |
| IT | 172.2 | 60.0 | 35% |
| MTPD | 3.6 | 0.4 | 13% |
| Support Equipment & Services | 174.7 | 82.2 | 47% |
| Business and Operations Support | 350.5 | 142.6 | 41% |
| Total Capital Programs | 2,319.2 | 834.9 | 36% |

TABLE 2: CAPITAL PROGRAM FINANCIALS AND ADJUSTMENTS BY PROJECT

| CIP | PROJECT NAME | FY2025 FORECAST | FY2025 ORIGINAL BUDGET | BUDGET ADJUSTMENTS | FY2025 CURRENT BUDGET | FY2025 YTD ACTUALS | YTD % BUDGET EXPENDED |
|---------------------------------------|---|-----------------|------------------------|--------------------|-----------------------|--------------------|-----------------------|
| CIP0059 | 8000-Series Railcars | 45.5 | 58.4 | - | 58.4 | 5.7 | 10% |
| CIP0256 | 7000-Series Railcars | 17.4 | 26.0 | (0.0) | 26.0 | 5.0 | 19% |
| CRB0019_19 | Silver Line Phase 1 Railcars | 8.7 | 4.0 | - | 4.0 | - | 0% |
| CRB0020_01 | Silver Line Phase 2 Railcars | 1.2 | - | - | - | - | 0% |
| Railcar Acquisition | | 72.8 | 88.4 | (0.0) | 88.4 | 10.6 | 12% |
| CIP0063 | Rail Vehicle Rehab Program | 135.6 | 156.2 | - | 156.2 | 60.7 | 39% |
| CIP0063_99 | Railcar Rehab Prog-EX Reclass | - | 5.0 | (5.0) | - | - | 0% |
| CIP0067 | Railcar Safety & Reliability | 2.2 | 6.7 | (4.2) | 2.5 | 0.7 | 29% |
| CIP0142 | Railcar Preventative Maint | 103.0 | 180.4 | - | 180.4 | 0.0 | 0% |
| CIP0900 | Preventative Maint | 0.02 | - | - | - | 0.02 | - |
| Railcar Maintenance/Overhaul | | 240.8 | 348.3 | (9.2) | 339.1 | 61.5 | 18% |
| CIP0225 | Heavy Repair & Overhaul Facil | 2.2 | - | 1.8 | 1.8 | 0.6 | 31% |
| CIP0279 | Railyard Shop Equipment Replacement | 3.0 | 3.0 | - | 3.0 | 0.2 | 7% |
| CIP0283 | Major Railcar Maint Equip SOGR | 0.0 | 2.4 | - | 2.4 | 0.0 | 2% |
| CIP0284 | Railyard Facility & Site Rehabilitation | 9.8 | 11.3 | (2.3) | 9.1 | 1.8 | 20% |
| Railcar Maintenance Facilities | | 15.1 | 16.7 | (0.5) | 16.2 | 2.6 | 16% |
| Railcar Investments | | 328.7 | 453.4 | (9.7) | 443.7 | 74.7 | 17% |
| | | | | | | | |
| CIP0076 | 100% 8-Car Train Power Upgrade | 2.1 | 0.2 | 0.0 | 0.2 | 0.8 | 398% |
| CIP0253 | Traction Power SOGR | 124.3 | 127.4 | 0.0 | 127.4 | 57.4 | 45% |
| CIP0253_99 | Traction Power SOGR-EX Reclass | - | 0.5 | (0.5) | - | - | 0% |
| CIP0286 | Power Generator Replacement | 1.1 | 5.7 | - | 5.7 | 0.6 | 11% |
| Power | | 127.4 | 133.8 | (0.5) | 133.3 | 58.8 | 44% |
| CIP0133 | Train Detection & Warning Sys | 0.2 | - | - | - | 0.2 | 0% |
| CIP0136 | Radio Infrastructure Replace | 41.3 | 44.0 | - | 44.0 | 21.1 | 48% |
| CIP0136_99 | Radio Infra Replace-EX Reclass | - | 0.3 | (0.3) | - | - | 0% |
| CIP0251 | Automatic Train Control SOGR | 70.9 | 80.7 | (1.0) | 79.7 | 41.4 | 52% |
| CIP0251_99 | Auto Train Cntrl SOGR-EX Recls | - | 0.3 | (0.3) | - | - | 0% |
| CIP0257 | Emergency Trip Station Rehab | 0.2 | - | - | - | - | 0% |
| CIP0332 | Fiber Optic Cable Installation | 99.4 | 117.1 | (0.0) | 117.1 | 45.9 | 39% |
| CIP0380 | CBTC Strat Prog Impl. Dev | 8.3 | 10.5 | (0.0) | 10.5 | 4.5 | 43% |
| CRB0138 | ATC Training Lab2 MWA | 1.0 | - | 1.0 | 1.0 | - | 0% |
| CRB0139 | IDW Boxes Replacement | 0.3 | - | 0.0 | 0.0 | - | 0% |
| Signals & Communications | | 221.6 | 253.0 | (0.6) | 252.4 | 113.1 | 45% |
| Rail Systems Investments | | 349.1 | 386.8 | (1.1) | 385.7 | 172.0 | 45% |

TABLE 2: CAPITAL PROGRAM FINANCIALS AND ADJUSTMENTS BY PROJECT

| CIP | PROJECT NAME | FY2025 FORECAST | FY2025 ORIGINAL BUDGET | BUDGET ADJUSTMENTS | FY2025 CURRENT BUDGET | FY2025 YTD ACTUALS | YTD % BUDGET EXPENDED |
|--|--|-----------------|------------------------|--------------------|-----------------------|--------------------|-----------------------|
| CIP0024 | Track Rehabilitation | 122.9 | 111.4 | 0.0 | 111.4 | 70.1 | 63% |
| CIP0024_99 | Track Rehab-EX Reclass | - | 0.3 | (0.3) | - | - | 0% |
| CIP0025 | Roadway Equip & Vehicle Repl | 17.5 | 23.8 | 0.0 | 23.8 | 1.9 | 8% |
| CIP0246 | General Engineering | 18.6 | 15.9 | - | 15.9 | 8.8 | 55% |
| CIP0247 | Emerg Constr & Emerging Needs | 12.9 | 58.3 | (50.7) | 7.6 | 0.4 | 5% |
| CIP8011 | D&E Fixed Rail Improvements | 0.3 | 0.3 | 0.9 | 1.3 | 0.1 | 7% |
| Fixed Rail | | 172.2 | 210.1 | (50.1) | 160.0 | 81.2 | 51% |
| CIP0262 | Tunnel Water Leak Mitigation | 14.2 | 13.5 | 0.0 | 13.5 | 6.5 | 48% |
| CIP0294 | Bridge Rehabilitation Program | 1.5 | 5.0 | - | 5.0 | 0.3 | 6% |
| CIP0356 | Tunnel Vent Improvements- Red Line Pilot | 13.9 | 13.0 | - | 13.0 | 4.9 | 38% |
| CIP8013 | D&E Track Structures Improve | 2.0 | 1.2 | - | 1.2 | 1.3 | 108% |
| CIP0348 | Structural Rehabilitation - Package A | 33.0 | 33.5 | 0.0 | 33.5 | 12.8 | 38% |
| CIP0349 | Yellow Line Tunnel & Bridge Rehab | 0.0 | - | - | - | 0.0 | 0% |
| CIP0370 | Structural Rehabilitation - Package B | 0.9 | - | 0.6 | 0.6 | 0.1 | 21% |
| CIP0375 | Shaft Structural Rehab | 14.9 | 22.3 | 0.0 | 22.3 | 0.5 | 2% |
| Structures | | 80.5 | 88.5 | 0.6 | 89.1 | 26.6 | 30% |
| Track and Structures Rehabilitation Investments | | 252.7 | 298.6 | (49.5) | 249.1 | 107.8 | 43% |
| CIP0035 | Bicycle & Pedestrian Facility | 1.8 | 2.4 | 0.6 | 3.0 | 0.2 | 6% |
| CIP0087 | Station & Facility Restoration | 11.4 | 11.4 | 0.5 | 11.9 | 4.9 | 41% |
| CIP0087_99 | Station Rehab Prog-EX Reclass | - | 2.2 | (2.2) | - | - | 0% |
| CIP0088 | Station Entrance Canopies | 8.5 | 13.0 | - | 13.0 | 4.9 | 37% |
| CIP0152 | Prkg Garage & Surf Lot Rehab | 23.3 | 16.5 | 3.6 | 20.1 | 11.5 | 57% |
| CIP0218 | Metrorail Station Upgrades | 1.9 | 3.1 | - | 3.1 | 0.0 | 1% |
| CIP0297 | Union Station Improvements | 0.5 | 9.6 | (0.0) | 9.6 | 0.2 | 2% |
| CIP0305 | Rail Passenger Facility SOGR | 1.4 | 7.8 | 0.0 | 7.8 | 0.1 | 1% |
| CIP0308 | Station Platform Rehabilitation Phase 3 | 1.5 | - | - | - | 0.2 | 0% |
| CIP0310 | Station Platform Rehabilitation Phase 4 | 3.0 | 2.9 | - | 2.9 | 2.9 | 101% |
| CIP0374 | Solar Site Improvements | 2.2 | 0.2 | - | 0.2 | 0.4 | 184% |
| CIP0379 | Silver Line Known Defects | 8.5 | 8.7 | 0.0 | 8.7 | 0.1 | 1% |
| CRB0013 | Potomac Yard Station Construction | 33.0 | - | - | - | 4.2 | 0% |
| CRB0020 | Silver Line Phase 2 Construction Support | 3.8 | - | - | - | 2.1 | 0% |
| CRB0127 | Purple Line Construction Support | 31.5 | 19.8 | 0.0 | 19.8 | 23.5 | 118% |
| CRB0136 | McLean Station - New Entrance | (0.3) | - | - | - | (0.0) | 0% |
| CRB0137 | Crystal City East Entrance | 2.5 | 2.5 | - | 2.5 | 1.2 | 47% |
| CRB0140 | Ballston West Entrance | 0.3 | 2.5 | (2.5) | - | 0.2 | 0% |

TABLE 2: CAPITAL PROGRAM FINANCIALS AND ADJUSTMENTS BY PROJECT

| CIP | PROJECT NAME | FY2025 FORECAST | FY2025 ORIGINAL BUDGET | BUDGET ADJUSTMENTS | FY2025 CURRENT BUDGET | FY2025 YTD ACTUALS | YTD % BUDGET EXPENDED |
|--|---|-----------------|------------------------|--------------------|-----------------------|--------------------|-----------------------|
| CRB0141 | East Galls Church Bus Bay Exp. | 0.1 | - | - | - | - | 0% |
| CIP8015 | D&E Rail Station Improvements | 0.3 | - | 0.3 | 0.3 | (0.0) | 0% |
| Platforms & Structures | | 136.0 | 100.1 | 2.8 | 102.9 | 56.4 | 55% |
| CIP0072 | Elevator Rehabilitation Prog | 7.9 | 7.4 | 0.0 | 7.4 | 1.3 | 18% |
| CIP0073 | Escalator Rehabilitation Prog | 5.3 | 1.0 | (0.0) | 1.0 | 2.9 | 286% |
| CIP0073_99 | Escalator Rehab-EX Reclass | - | 1.8 | (1.8) | - | - | 0% |
| CIP0132 | Escalator & Elevator Overhaul | 16.6 | 18.7 | - | 18.7 | 5.4 | 29% |
| CIP0185 | Escalator Replacement | 46.3 | 35.7 | (0.8) | 34.9 | 32.5 | 93% |
| Vertical Transportation | | 76.1 | 64.6 | (2.6) | 62.0 | 42.1 | 68% |
| CIP0145 | Facility Security Equip Prog | 8.0 | 11.6 | (2.0) | 9.6 | 4.6 | 49% |
| CIP0386 | Enterprise Video Ops & Sec Prgm | 11.5 | 2.3 | 11.5 | 13.7 | 0.6 | 4% |
| CIP0151 | Rail Station Cooling Rehab | 6.0 | 5.1 | (0.0) | 5.1 | 2.1 | 42% |
| CIP0219 | Rail Station Lighting Improve | 19.4 | 44.7 | (0.0) | 44.7 | 8.2 | 18% |
| CIP0241 | Flood Resiliency Infrastructure | 0.2 | - | - | - | 0.1 | 0% |
| CIP0242 | Rail System Drainage Rehab | 14.7 | 15.6 | 0.0 | 15.6 | 7.8 | 50% |
| CIP0252 | Low Voltage Power SOGR | 56.1 | 35.4 | 0.0 | 35.4 | 32.5 | 92% |
| CIP0252_99 | AC Power SOGR-EX Reclass | - | 0.1 | (0.1) | - | - | 0% |
| CIP0255 | Fare Collection Modernization | 52.7 | 74.6 | - | 74.6 | 22.8 | 31% |
| CIP0258 | Station & Tunnel Fire Alarm | 4.4 | 1.0 | 6.6 | 7.6 | 3.4 | 44% |
| CIP0272 | Digital Display and Wayfinding Improvements | 9.3 | 3.1 | 5.8 | 8.9 | 6.1 | 69% |
| CIP0276 | Station Commercialization Plan | 2.0 | 2.3 | 0.4 | 2.6 | 0.3 | 13% |
| CIP0341 | Rail Sys Standpipe Replacement | 13.2 | 13.3 | (0.0) | 13.3 | 6.6 | 49% |
| CIP0388 | Parking Access Rev. System Replacement | 5.5 | - | 0.5 | 0.5 | - | 0% |
| CIP8019 | D&E Revenue Facility Improve | 0.4 | - | - | - | 0.4 | 0% |
| Station Systems | | 203.4 | 208.9 | 22.7 | 231.6 | 95.7 | 41% |
| Stations and Passenger Facilities Investments | | 415.5 | 373.7 | 22.9 | 396.6 | 194.1 | 49% |
| | | | | | | | |
| CIP0006 | Bus Fleet Replacement Prgm | 25.0 | 116.5 | 0.0 | 116.5 | 0.6 | 1% |
| CIP0015 | MetroAccess Fleet Replacement | 29.1 | 29.9 | 0.0 | 29.9 | 3.6 | 12% |
| CIP0355 | Zero Emissions Bus | 14.4 | 8.6 | - | 8.6 | 2.8 | 32% |
| Bus and Paratransit Acquisition | | 68.5 | 155.0 | 0.0 | 155.0 | 7.0 | 5% |
| CIP0002 | Bus Location Equip Replacement | 6.9 | 6.9 | - | 6.9 | 4.5 | 65% |
| CIP0004 | Bus Maint Equip Replacement | 3.8 | 3.3 | 0.7 | 4.0 | 1.5 | 38% |
| CIP0005 | Bus Rehabilitation Program | 56.7 | 51.9 | - | 51.9 | 28.4 | 55% |
| CIP0005_99 | Bus Rehab Program- Exp Reclass | - | 13.9 | (13.9) | - | - | 0% |
| CIP0143 | Bus Vehicle Preventive Maint. | 1.0 | 1.0 | - | 1.0 | - | 0% |

TABLE 2: CAPITAL PROGRAM FINANCIALS AND ADJUSTMENTS BY PROJECT

| CIP | PROJECT NAME | FY2025 FORECAST | FY2025 ORIGINAL BUDGET | BUDGET ADJUSTMENTS | FY2025 CURRENT BUDGET | FY2025 YTD ACTUALS | YTD % BUDGET EXPENDED |
|---|---|-----------------|------------------------|--------------------|-----------------------|--------------------|-----------------------|
| CIP8024 | Future Bus Maint/Overhaul Proj | - | 1.0 | - | 1.0 | - | 0% |
| Bus Maintenance/Overhaul | | 68.4 | 78.0 | (13.2) | 64.8 | 34.4 | 53% |
| CIP0311 | Bladensburg Bus Garage Rehabilitation | 87.1 | 83.2 | (0.0) | 83.2 | 36.9 | 44% |
| CIP0315 | Northern Bus Garage Replacement | 121.0 | 144.9 | - | 144.9 | 49.4 | 34% |
| CIP0319 | Bus Maintenance Facility SOGR | 0.1 | - | 0.1 | 0.1 | 0.0 | 44% |
| CIP0376 | Western Bus Garage Rehab | 1.8 | 1.7 | - | 1.7 | (0.0) | -1% |
| CIP0383 | Cinderbed Electric Bus Garage | 0.5 | 2.9 | - | 2.9 | 0.0 | 0% |
| Bus Maintenance Facilities | | 210.4 | 232.7 | 0.0 | 232.8 | 86.3 | 37% |
| CIP0220 | Bus Planning Studies Program | 0.5 | 1.1 | - | 1.1 | 0.5 | 42% |
| CIP0221 | Bus Customer Facility Impv | 9.1 | 9.5 | 1.9 | 11.4 | 3.8 | 34% |
| CIP0254 | Bus Priority Prgm Development | 6.2 | 3.9 | 0.9 | 4.7 | 1.3 | 28% |
| CIP0266 | Historic Bus Loop and Facility Rehabilitation | 0.3 | - | - | - | 0.3 | 0% |
| CIP0275 | New Carrollton Garage and Bus Bays | 13.5 | 14.9 | 3.0 | 17.9 | 10.1 | 57% |
| CIP0396 | Better Bus Implementation | 5.7 | - | 6.0 | 6.0 | 0.0 | 0% |
| Bus Passenger Facilities/Systems | | 35.3 | 29.4 | 11.8 | 41.1 | 16.1 | 39% |
| Bus and Paratransit Investments | | 382.5 | 495.1 | (1.4) | 493.7 | 143.7 | 29% |
| CIP0043 | Bus Ops Mgmt. Software | 4.7 | 6.6 | - | 6.6 | 0.9 | 13% |
| CIP0056 | Rail Ops Mgmt. Software | 0.4 | 0.9 | - | 0.9 | 0.0 | 1% |
| CIP0259 | Employee Timekeeping System | 1.4 | - | 2.0 | 2.0 | 0.6 | 32% |
| CIP0269 | Asset Management Software | 0.8 | - | 0.8 | 0.8 | 0.6 | 72% |
| CIP0330 | IT Data Center | 2.7 | 2.1 | 0.5 | 2.5 | 1.2 | 48% |
| CIP0331 | ERP Software Replacement | 80.9 | 66.0 | 24.5 | 90.5 | 27.4 | 30% |
| CIP0342 | IT Hardware SOGR | 16.5 | 17.0 | (2.0) | 15.0 | 8.3 | 56% |
| CIP0357 | Cyber Legacy Technology | 6.6 | 4.8 | - | 4.8 | 3.6 | 74% |
| CIP0358 | IT Business System Support | 14.0 | 20.2 | 0.2 | 20.4 | 8.4 | 41% |
| CIP0359 | IT Shared Services | 3.0 | 5.2 | - | 5.2 | 2.3 | 43% |
| CIP0360 | IT Transit Systems | 7.0 | 13.8 | - | 13.8 | 4.8 | 35% |
| CIP0361 | SOA Program | 0.8 | 1.6 | - | 1.6 | 0.0 | 0% |
| CIP0362 | IV&V Program | 0.2 | - | 0.2 | 0.2 | - | 0% |
| CIP0384 | Small IT Projects | 1.6 | 1.2 | 0.4 | 1.5 | 0.1 | 9% |
| CIP8029 | D&E IT Improvements | 7.3 | 4.0 | 2.0 | 6.1 | 1.7 | 28% |
| CIP8030 | Future IT Projects | - | 0.1 | 0.1 | 0.2 | - | 0% |
| IT | | 147.8 | 143.4 | 28.7 | 172.2 | 60.0 | 35% |
| CIP0102 | MTPD District III Substation | 0.9 | - | - | - | 0.3 | 0% |
| CIP0127 | Support Equipment MTPD | 3.4 | 0.7 | 2.9 | 3.6 | 0.1 | 4% |

TABLE 2: CAPITAL PROGRAM FINANCIALS AND ADJUSTMENTS BY PROJECT

| CIP | PROJECT NAME | FY2025 FORECAST | FY2025 ORIGINAL BUDGET | BUDGET ADJUSTMENTS | FY2025 CURRENT BUDGET | FY2025 YTD ACTUALS | YTD % BUDGET EXPENDED |
|-------------|--------------------------------|-----------------|------------------------|--------------------|-----------------------|--------------------|-----------------------|
| MTPD | | 4.3 | 0.7 | 2.9 | 3.6 | 0.4 | 13% |
| CIP0009 | Service Vehicle Replacement | 14.6 | 14.6 | - | 14.6 | 4.5 | 31% |
| CIP0010 | Environmental Compliance Prgm | 13.3 | 15.8 | 2.0 | 17.8 | 6.6 | 37% |
| CIP0034 | Revenue Collection Facility | 0.05 | - | 0.05 | 0.05 | 0.005 | 10% |
| CIP0036 | Procurement Program Support | 11.1 | 13.3 | 0.0 | 13.3 | 5.4 | 41% |
| CIP0039 | System Planning & Development | 3.9 | 4.0 | (1.0) | 3.0 | 1.8 | 59% |
| CIP0080 | JGB Renovation | - | - | - | - | - | 0% |
| CIP0099 | Joint Development Prgm Support | 2.0 | 2.0 | 1.4 | 3.4 | 0.6 | 18% |
| CIP0101 | INCP Capital Management | 1.2 | 1.2 | - | 1.2 | 0.7 | 56% |
| CIP0131 | Capital Financing Support | 1.6 | 2.0 | - | 2.0 | 0.3 | 16% |
| CIP0150 | Non-Rev Facility Fire Systems | 2.1 | 2.8 | - | 2.8 | 1.8 | 65% |
| CIP0170 | Roof Rehab & Replacement | 8.8 | 12.2 | 0.0 | 12.2 | 5.9 | 48% |
| CIP0197 | Non-Revenue Facilities | 12.4 | 9.0 | - | 9.0 | 3.7 | 42% |
| CIP0212 | Sustainability Program Support | 2.9 | 3.1 | (0.0) | 3.1 | 1.4 | 44% |
| CIP0213 | Capital Program Management | 26.6 | 25.0 | - | 25.0 | 13.5 | 54% |
| CIP0270 | CAPD Program Support | 35.5 | 35.5 | 0.0 | 35.5 | 17.7 | 50% |
| CIP0273 | Facility Improvements | 3.6 | 3.6 | 0.1 | 3.6 | 1.3 | 34% |
| CIP0277 | Supply Chain Modernization | 0.7 | 0.8 | - | 0.8 | 0.5 | 60% |
| CIP0324 | Cap Program Financial Support | 1.5 | 3.0 | (1.5) | 1.5 | 0.1 | 10% |
| CIP0335 | Office Consolidation - DC | 9.8 | 7.3 | - | 7.3 | 4.6 | 64% |
| CIP0337 | Office Consolidation - VA | 9.5 | 2.6 | 0.9 | 3.5 | 1.6 | 46% |
| CIP0338 | Office Consolidation - MD | 4.0 | - | - | - | 1.6 | 0% |
| CIP0339 | Emergency Egress Improvements | 1.2 | 1.2 | (0.0) | 1.2 | 0.9 | 72% |
| CIP0347 | Acct Capital Program Support | 3.1 | 2.4 | 0.0 | 2.4 | 1.5 | 60% |
| CIP0371 | West Falls Church Land Develop | - | 0.2 | - | 0.2 | - | 0% |
| CIP0373 | Interim OCC | 7.3 | - | 5.3 | 5.3 | 4.3 | 81% |
| CIP0381 | Center of Excellence Dept | 1.2 | - | - | - | 0.3 | 0% |
| CIP0382 | Content Management Sys Upgrade | 1.3 | 2.6 | - | 2.6 | 0.9 | 36% |
| CIP0389 | ERP Systems FY25 | 3.3 | - | - | - | - | 0% |
| CIP0390 | Web Tech - FY25 | 3.5 | - | - | - | - | 0% |
| CIP0391 | Tool Systems - FY25 | 3.1 | - | - | - | - | 0% |
| CIP0392 | Transit Systems - FY25 | 2.2 | - | - | - | - | 0% |
| CIP0393 | Maximo/Asset Mgmt O&M FY25 | 0.5 | - | - | - | - | 0% |
| CIP0395 | Windchill O&M - FY25 | 0.2 | - | - | - | - | 0% |
| CIP0397 | Back Up MICC- CTF | 0.3 | - | - | - | - | 0% |
| CRB0005 | Planning Support for DC | 1.4 | 1.0 | - | 1.0 | 0.5 | 52% |

TABLE 2: CAPITAL PROGRAM FINANCIALS AND ADJUSTMENTS BY PROJECT

| CIP | PROJECT NAME | FY2025 FORECAST | FY2025 ORIGINAL BUDGET | BUDGET ADJUSTMENTS | FY2025 CURRENT BUDGET | FY2025 YTD ACTUALS | YTD % BUDGET EXPENDED |
|-------------------------------------|--------------------------------|-----------------|------------------------|--------------------|-----------------------|--------------------|-----------------------|
| CRB0009 | Planning Support for MD | 1.4 | 1.0 | 0.0 | 1.0 | (0.2) | -17% |
| CRB0018 | Planning Support for VA | 1.0 | 1.0 | - | 1.0 | 0.2 | 20% |
| CRB0099 | Gallery Place Joint Develop. | - | - | - | - | - | 0% |
| CIP8033 | D&E Support Equip Improvements | 0.1 | - | - | - | - | 0% |
| CIP8034 | Future Support Equip Projects | 0.3 | 0.3 | - | 0.3 | 0.0 | 7% |
| Support Equipment/Services | | 196.4 | 167.5 | 7.2 | 174.7 | 82.2 | 47% |
| Business Support Investments | | 348.5 | 311.6 | 38.8 | 350.5 | 142.6 | 41% |
| | | | | | | | |
| Total Capital Programs | | 2,077.0 | 2,319.2 | 0.0 | 2,319.2 | 834.9 | 36% |

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

| Dollar amounts are expressed in millions. | | |
|---|---------------------------------------|-----------------------------|
| Funding Source | FY2025 ORIGINAL BUDGET | FY2025 YTD SPEND |
| Federal Formula | 470.0 | 114.4 |
| Federal PRIIA | 143.5 | 45.9 |
| Other Federal Grants | 6.6 | 0.8 |
| Total Federal | 620.1 | 161.1 |
| Match & System Performance | 302.1 | 96.6 |
| PRIIA/RSI Match | 148.5 | 45.9 |
| Dedicated Funding | 500.0 | 125.9 |
| Congestion Mitigation and Air Quality (CMAQ) Match | 0.7 | 0.0 |
| Jurisdictional Reimbursable | 3.0 | 1.2 |
| Other Local & Match | 29.3 | 32.2 |
| Total Jurisdictional | 983.6 | 301.7 |
| Debt | 963.0 | 398.4 |
| Total | 2,566.7 | 861.3 |

TABLE 4: CAPITAL PROGRAM CASH EXPENDITURES BY FUND SOURCE

| CIP | PROJECT NAME | FY2024 CURRENT BUDGET | FY2024 ACTUALS | FORMULA ¹ | PRIIA ¹ | OTHER FEDERAL ³ | SYSTEM PERF | REIMBURSE/PL ANNING/OTHER | DEBT | DISTRICT OF COLUMBIA DED. FUND. | STATE OF MARYLAND DED. FUND. | COMMONWEALTH OF VIRGINIA - NONRESTRICTED DED. FUND. | COMMONWEALTH OF VIRGINIA - RESTRICTED DED. FUND. | NET ACCRUALS ¹ |
|--|--|-----------------------|--------------------|----------------------|--------------------|----------------------------|------------------|---------------------------|--------------------|---------------------------------|------------------------------|---|--|---------------------------|
| CIPO059 | 8000-Series Railcars | 58,376,000 | 5,655,342 | - | - | - | - | - | 6,685,919 | - | - | - | - | 1,173,892 |
| CIPO256 | 7000-Series Railcars | 26,015,000 | 4,959,948 | - | - | 486,179 | - | - | 5,180,682 | 97 | 91 | 65 | 19 | 498,174 |
| CRB0019 | 19 Silver Line Phase 1 Railcars | 4,000,000 | - | - | - | - | - | - | - | - | - | - | - | - |
| Railcar Acquisition | | 88,391,000 | 10,615,289 | - | - | 486,179 | - | - | 11,866,600 | 97 | 91 | 65 | 19 | 1,672,066 |
| CIPO063 | Rail Vehicle Rehab Program | 156,225,900 | 60,718,879 | 10,927,539 | 32,958,360 | - | - | - | 4,906,151 | 3,450,090 | 3,227,815 | 2,302,370 | 683,843 | 4,688,458 |
| CIPO067 | Railcar Safety & Reliability | 2,465,000 | 725,122 | - | - | - | - | - | 390,956 | 117,012 | 109,473 | 78,086 | 23,193 | 32,519 |
| CIPO142 | Railcar Preventative Maint | 180,400,000 | 34,446 | 34,446 | - | - | - | - | - | - | - | - | - | - |
| CIPO900 | Preventative Maint | - | 15,779 | - | - | - | - | - | - | 5,633 | 5,270 | 3,759 | 1,117 | - |
| Railcar Maintenance/Overhaul | | 339,090,900 | 61,494,226 | 10,961,985 | 32,958,360 | - | - | - | 5,297,106 | 3,672,735 | 3,342,559 | 2,384,215 | 708,152 | 4,720,978 |
| CIPO225 | Heavy Repair & Overhaul Facil | 1,800,000 | 551,097 | - | - | - | - | - | 359,841 | 951,369 | 890,076 | 634,883 | 188,571 | (1,441) |
| CIPO279 | Railyard Shop Equipment Replacement | 3,010,000 | 220,652 | - | - | - | - | - | 212,680 | - | - | - | - | 14,715 |
| CIPO283 | Major Railcar Maint Equip SOGR | 2,360,000 | 47,508 | - | - | - | - | - | 14,315 | 12,273 | 11,482 | 8,190 | 2,433 | 17,897 |
| CIPO284 | Railyard Facility & Site Rehabilitation | 9,050,000 | 1,791,456 | - | - | - | - | - | 1,777,868 | - | - | - | - | 1,962 |
| CIPO005 | D&E Rail Yard Improvements | - | 5,047 | - | - | - | - | - | 5,047 | - | - | - | - | - |
| Railcar Maintenance Facilities | | 16,220,000 | 2,615,769 | - | - | - | - | - | 5,047 | - | - | - | - | - |
| Railcar Investments | | 443,701,800 | 74,725,274 | 10,961,985 | 32,958,360 | 486,179 | - | - | 2,364,703 | 963,641 | 901,558 | 643,073 | 191,003 | 33,153 |
| CIPO076 | 100% 8-Car Train Power Upgrade | 204,000 | 811,751 | - | - | - | 12,672 | - | 858,303 | - | - | - | - | 174,010 |
| CIPO253 | Traction Power SOGR | 127,381,000 | 57,413,440 | - | - | - | 257,154 | - | 57,053,601 | - | - | - | - | 6,905,265 |
| CIPO286 | Power Generator Replacement | 5,697,000 | 608,276 | - | - | - | - | - | 272,414 | 84,028 | 78,614 | 56,075 | 16,655 | 26,843 |
| Power | | 133,282,000 | 58,833,467 | - | - | - | - | - | 58,164,518 | 84,028 | 78,614 | 56,075 | 16,655 | 7,106,118 |
| CIPO133 | Train Detection & Warning Sys | - | 166,876 | - | - | - | - | - | 69,866 | - | - | - | - | 7,033 |
| CIPO136 | Radio Infrastructure Replace | 44,045,000 | 21,122,834 | - | 5,703,741 | - | - | 701,886 | 19,840,103 | 32,122 | 30,053 | 21,436 | 6,367 | 280,995 |
| CIPO251 | Automatic Train Control SOGR | 79,701,000 | 41,448,837 | - | 15,922,388 | - | - | - | 22,389,211 | 1,108,521 | 1,037,103 | 739,756 | 219,720 | 6,786,303 |
| CIPO332 | Fiber Optic Cable Installation | 117,114,000 | 45,887,699 | - | - | - | 53,137 | - | 9,490,300 | 12,124,754 | 11,343,607 | 8,091,286 | 2,403,248 | 5,536,588 |
| CIPO380 | CBTC Strat Prog Impl. Dev | 10,537,000 | 4,508,150 | - | - | - | - | - | 4,190,240 | - | - | - | - | 1,818,227 |
| CRB0138 | ATC Training Lab MWAA | 1,000,000 | - | - | - | - | - | - | - | - | - | - | - | - |
| CRB0139 | IDW Bowls Replacement | - | 20,000 | - | - | - | - | - | - | - | - | - | - | - |
| Signals & Communications | | 252,417,000 | 113,134,398 | - | 21,626,129 | - | 53,137 | 701,886 | 55,990,131 | 13,265,250 | 12,410,626 | 8,852,380 | 2,629,306 | 14,429,148 |
| Rail Systems Investments | | 385,699,000 | 171,967,863 | - | 21,626,129 | - | 322,963 | 701,886 | 114,164,449 | 13,349,277 | 12,489,240 | 8,908,455 | 2,645,961 | 21,835,264 |
| CIPO024 | Track Rehabilitation | 111,442,000 | 70,111,086 | 19,060,428 | - | - | - | - | 20,984,820 | 11,072,874 | 10,359,495 | 7,389,329 | 2,194,755 | 2,537,285 |
| CIPO025 | Roadway Equip & Vehicle Repl | 23,798,000 | 1,855,447 | - | - | - | - | - | 2,002,486 | - | - | - | - | 103,072 |
| CIPO246 | General Engineering | 15,876,000 | 8,774,425 | - | - | - | 8,210,670 | - | 1,579,473 | 7,624 | 7,133 | 5,088 | 1,511 | 1,053,804 |
| CIPO247 | Emerg Constr & Emerging Needs | 7,626,000 | 388,372 | - | - | - | - | - | 723,372 | - | - | - | - | 12,207 |
| CIPO011 | D&E Fixed Rail Improvements | 1,258,107 | 83,391 | - | - | - | 72,206 | - | 45,095 | 6,888 | 6,445 | 4,597 | 1,365 | 955 |
| Fixed Rail | | 160,000,107 | 81,210,721 | 19,060,428 | - | - | 8,282,877 | - | 25,335,245 | 11,087,386 | 10,373,073 | 7,399,013 | 2,197,632 | 3,707,317 |
| CIPO262 | Tunnel Water Leak Mitigation | 13,504,000 | 6,486,040 | - | 6,040,433 | - | 118,028 | - | 1,015,137 | 485 | 454 | 324 | 96 | 273,118 |
| CIPO291 | Tunnel Ventilation Improvement | - | 27,636 | - | - | - | - | - | - | 5,882 | 5,503 | 3,925 | 1,166 | 11,161 |
| CIPO294 | Bridge Rehabilitation Program | 5,000,000 | 293,763 | - | - | - | 1,040,126 | - | 894,997 | - | - | - | - | 3,924 |
| CIPO356 | Tunnel Vent Improvements- Red Line Pilot | 13,003,000 | 4,913,709 | - | - | - | - | - | 5,586,152 | - | - | - | - | 806,037 |
| CIPO013 | D&E Track Structures Improve | 1,236,000 | 1,340,838 | - | - | - | 481,917 | - | 815,220 | - | - | - | - | 207,268 |
| CIPO348 | Structural Rehabilitation - Package A | 33,476,000 | 12,813,608 | - | - | - | - | - | 12,963,601 | 5,981 | 5,596 | 3,992 | 1,186 | 1,214,943 |
| CIPO349 | Yellow Line Tunnel & Bridge Rehab | - | 40,789 | 483,061 | 70,433 | - | - | - | 219,094 | - | - | - | - | 12 |
| CIPO370 | Structural Rehabilitation - Package B | 645,000 | 137,176 | - | - | - | - | - | 132,046 | - | - | - | - | 2,494 |
| CIPO375 | Shaft Structural Rehab | 22,260,000 | 501,045 | - | - | - | - | - | 223,056 | 248,311 | 232,314 | 165,707 | 49,218 | 12,332 |
| Structures | | 89,124,000 | 26,554,604 | 483,061 | 6,110,866 | - | 1,640,071 | - | 21,859,302 | 260,659 | 243,866 | 173,947 | 51,665 | 2,331,289 |
| Track and Structures Rehabilitation Investments | | 240,124,107 | 107,763,323 | 19,543,489 | 6,110,866 | - | 5,922,548 | - | 47,194,547 | 11,340,045 | 10,616,539 | 7,572,951 | 2,240,237 | 6,033,696 |
| CIPO035 | Bicycle & Pedestrian Facility | 3,000,000 | 184,078 | - | - | - | 4,263 | - | 207,827 | 8,088 | 7,567 | 5,397 | 1,603 | - |
| CIPO087 | Station & Facility Restoration | 11,881,000 | 4,871,387 | - | - | - | - | - | 4,891,695 | - | - | - | - | (63,937) |
| CIPO088 | Station Entrance Canopies | 13,000,000 | 4,867,346 | 2,239,444 | - | - | - | - | 850,965 | - | - | - | - | 2,552,577 |
| CIPO152 | Pkrg Garage & Surf Lot Rehab | 20,085,000 | 11,479,926 | 6,993,536 | - | - | - | - | 278,607 | 1,303,437 | 1,219,462 | 869,831 | 258,354 | 232,402 |
| CIPO216 | Metrolink Station Upgrades | 3,115,000 | 25,053 | - | - | - | - | - | 19,335 | 1,720 | 1,609 | 1,148 | 341 | 430 |
| CIPO243 | L'Enfant Station Improvements | - | 318 | - | - | - | 318 | - | - | - | - | - | - | - |
| CIPO274 | Grosvonor Parking Garage (J/D) | - | 41,397 | - | - | - | - | - | 24,730 | 7,964 | 7,451 | 5,314 | 1,578 | 27,693 |
| CIPO297 | Union Station Improvements | 9,595,000 | 193,241 | - | - | - | - | - | 9,721 | 64,408 | 60,259 | 42,982 | 12,766 | 1,559 |
| CIPO305 | Rail Passenger Facility SOGR | 7,825,000 | 102,777 | - | - | - | - | - | 44,431 | 17,087 | 15,987 | 11,403 | 3,387 | 1,665 |
| CIPO308 | Station Platform Rehabilitation Phase 3 | - | 241,316 | - | - | - | - | - | 236,112 | - | - | - | - | 26,480 |
| CIPO310 | Station Platform Rehabilitation Phase 4 | 2,905,000 | 2,929,045 | - | - | - | - | - | 3,952,404 | - | - | - | - | 165,853 |
| CIPO352 | Station Platform Canopy Rehab | - | (5,000) | - | - | - | - | - | - | - | - | - | - | - |
| CIPO374 | Solar Site Improvements | 200,000 | 368,583 | - | - | - | - | - | 310,044 | - | - | - | - | 893,976 |
| CIPO379 | Silver Line Known Defects | 8,657,000 | 73,541 | - | - | - | - | - | - | 17,348 | 16,230 | 11,577 | 3,439 | 5,584 |
| CRB0013 | Potomac Yard Station Construction | - | 4,196,466 | - | - | - | - | 4,379,002 | - | - | - | - | - | 289,567 |
| CRB0020 | Silver Line Phase 2 Construction Support | - | 2,077,713 | - | - | - | - | 2,110,583 | - | - | - | - | - | 8,617 |
| CRB0127 | Purple Line Construction Support | 19,844,000 | 23,450,648 | - | - | - | - | 23,901,704 | - | - | - | - | - | (182,641) |
| CRB0133 | Capacity Impro - Union Station | - | 2,631 | - | - | - | - | 3,630 | - | - | - | - | - | - |
| CRB0136 | McLean Station - New Entrance | - | (43,170) | - | - | - | - | (32,592) | - | - | - | - | - | (576,015) |
| CRB0137 | Crystal City East Entrance | 2,500,000 | 1,164,582 | - | - | - | - | 1,101,983 | - | - | - | - | - | 260,980 |
| CIPO015 | D&E Rail Station Improvements | 300,000 | (938) | - | - | - | 346 | - | 2,147 | - | - | - | - | - |
| Platforms & Structures | | 102,907,000 | 56,393,197 | 9,232,980 | - | - | 4,927 | 31,464,310 | 10,828,019 | 1,420,052 | 1,328,564 | 947,652 | 281,469 | 3,644,791 |
| CIPO072 | Elevator Rehabilitation Prog | 7,380,000 | 1,306,081 | - | - | - | - | - | 1,088,172 | 3,374 | 3,157 | 2,252 | 669 | 192,395 |
| CIPO073 | Escalator Rehabilitation Prog | 1,000,000 | 2,857,820 | - | - | - | - | - | 3,343,218 | - | - | - | - | 4,473 |
| CIPO132 | Escalator & Elevator Overhaul | 18,677,000 | 5,435,267 | - | - | - | - | - | 4,520,847 | 42,316 | 39,590 | 28,239 | 8,388 | (70,341) |
| CIPO185 | Escalator Replacement | 34,941,000 | 32,453,475 | - | 24,614,024 | - | - | - | 42,676 | 1,039,634 | 972,655 | 693,785 | 206,066 | 9,095,372 |
| Vertical Transportation | | 61,998,000 | 42,052,644 | - | 24,614,024 | - | - | - | 8,974,913 | 1,085,324 | 1,015,401 | 724,276 | 215,122 | 9,221,900 |
| CIPO074 | Parking Access & Collect Equip | - | 3,557 | - | - | - | - | - | 7,746 | - | - | - | - | - |
| CIPO145 | Facility Security Equip Prog | 9,562,000 | 4,648,108 | - | - | - | - | - | 4,783,148 | 1,284,060 | 1,201,333 | 856,899 | 254,514 | 208,162 |
| CIPO386 | Enterprise Video Cps & Sec Prgm | 13,750,000 | 577,635 | - | - | - | 292,894 | - | 3,394 | - | - | - | - | 4,568 |
| CIPO151 | Rail Station Cooling Rehab | 5,080,000 | 2,118,607 | 1,184,099 | - | - | - | - | 991,209 | - | - | - | - | 168,850 |
| CIPO219 | Rail Station Lighting Improve | 44,700,000 | 8,179,753 | - | - | - | - | - | 7,655,407 | 11,596 | 10,849 | 7,738 | 2,298 | 649,950 |
| CIPO241 | Flood Resiliency Infrastructure | - | 128,266 | - | - | - | - | - | 6,569 | 135,211 | 126,500 | 90,231 | 26,800 | 2,489 |
| CIPO242 | Rail System Drainage Rehab | 15,572,000 | 7,848,370 | - | - | - | 269,248 | - | 9,060,685 | 986 | 923 | 658 | 195 | 145,994 |
| CIPO252 | Low Voltage Power SOGR | 35,418,000 | 32,495,145 | - | 5,550,532 | - | 181,023 | - | 29,035,933 | - | - | - | - | 3,354,335 |
| CIPO255 | Fare Collection Modernization | 74,626,000 | 22,849,165 | - | - | - | - | - | 23,308,080 | 6,415 | 6,001 | 4,281 | 1,271 | 896,117 |
| CIPO258 | Station & Tunnel Fire Alarm | 7,632,000 | 3,395,123 | - | - | - | - | - | 286,286 | 1,527,591 | 1,429 | | | |

TABLE 4: CAPITAL PROGRAM CASH EXPENDITURES BY FUND SOURCE

| CIP | PROJECT NAME | FY2024 CURRENT BUDGET | FY2024 ACTUALS | FORMULA ³ | PRIIA ¹ | OTHER FEDERAL ³ | SYSTEM PERF | REIMBURSE/PL ANNING/OTHER | DEBT | DISTRICT OF COLUMBIA DED. FUND. | STATE OF MARYLAND DED. FUND. | COMMONWEALTH OF VIRGINIA - NONRESTRICTED DED. FUND. | COMMONWEALTH OF VIRGINIA - RESTRICTED DED. FUND. | NET ACCRUALS ¹ |
|---|---|-----------------------|--------------------|----------------------|--------------------|----------------------------|-------------------|---------------------------|--------------------|---------------------------------|------------------------------|---|--|---------------------------|
| CIP0006 | Bus Fleet Replacement Prgm | 116,488,000 | 582,617 | 493,178 | - | - | - | - | 335,838 | - | - | - | - | 36,651 |
| CIP0015 | MetroAccess Fleet Replacement | 29,916,000 | 3,639,411 | 1,069,108 | - | - | - | - | - | 295,362 | 276,333 | - | 197,106 | 1,821,969 |
| CIP0355 | Zero Emissions Bus | 8,611,000 | 2,759,801 | 18,480 | - | 20,085 | - | - | 4,952,250 | - | - | - | - | 319,267 |
| Bus and Paratransit Acquisition | | 155,015,000 | 6,981,829 | 1,580,766 | - | 20,085 | - | - | 5,288,088 | 295,362 | 276,333 | - | 197,106 | 2,177,887 |
| CIP0002 | Bus Location Equip Replacement | 6,901,000 | 4,496,341 | - | - | - | - | - | 1,301,982 | 919,550 | 860,307 | - | 613,649 | 20,124 |
| CIP0004 | Bus Maint Equip Replacement | 3,968,000 | 1,491,712 | - | - | - | - | - | 2,483,166 | 10,161 | 9,506 | - | 6,780 | 29,129 |
| CIP0005 | Bus Rehabilitation Program | 51,880,000 | 28,385,748 | 18,256,758 | - | - | - | - | 2,612,049 | 1,715,225 | 1,604,720 | - | 1,144,631 | 3,861,519 |
| CIP0143 | Bus Vehicle Preventive Maint. | 1,000,000 | - | - | - | - | - | - | - | - | - | - | - | - |
| CIP0224 | Future Bus Maint/Overhaul Proj | 1,006,000 | - | - | - | - | - | - | - | - | - | - | - | - |
| Bus Maintenance/Overhaul | | 64,755,000 | 34,373,801 | 18,256,758 | - | - | - | - | 6,397,197 | 2,644,935 | 2,474,533 | - | 1,765,061 | 3,910,772 |
| CIP0084 | Andrews Federal Bus Garage | - | 2,505 | - | - | - | - | - | 2,505 | - | - | - | - | - |
| CIP0311 | Bladensburg Bus Garage Rehabilitation | 83,178,000 | 36,895,663 | 29,851,407 | - | - | - | - | 7,281,733 | - | - | - | - | 9,131,758 |
| CIP0312 | 4 Mile Run Bus Garage Rehabilitation | - | - | - | - | - | - | - | 306,001 | - | - | - | - | - |
| CIP0315 | Northern Bus Garage Replacement | 144,920,000 | 49,377,306 | 50,973,342 | - | - | - | - | 4,302,019 | - | - | - | - | 6,092,751 |
| CIP0319 | Bus Maintenance Facility SOGR | 50,000 | 21,981 | - | - | - | - | - | 63,509 | 2,751 | 2,574 | - | 1,836 | 14,217 |
| CIP0376 | Western Bus Garage Rehab | 1,700,000 | (14,599) | - | - | - | - | - | 26,954 | - | - | - | - | 1,532 |
| CIP0383 | Cinderbed Electric Bus Garage | 2,940,000 | 1,729 | - | - | - | 1,148 | - | - | - | - | - | - | - |
| CIP0205 | D&E Bus Maint. Facility Impv | - | (32,458) | - | - | - | - | - | - | 1,366 | 1,278 | - | 912 | 271 |
| Bus Maintenance Facilities | | 232,788,000 | 86,252,127 | 80,824,748 | - | - | - | - | 11,982,720 | 4,117 | 3,852 | - | 2,747 | 15,240,258 |
| CIP0220 | Bus Planning Studies Program | - | 1,080,000 | 454,419 | - | - | - | 391,374 | - | - | - | - | - | 42,819 |
| CIP0221 | Bus Customer Facility Impv | 11,381,995 | 3,816,227 | 1,458,696 | - | - | - | - | 2,526,694 | - | - | - | - | 62,454 |
| CIP0254 | Bus Priority Prgm Development | 4,737,000 | 1,331,170 | - | - | - | 642,686 | - | 110,578 | 197,983 | 185,228 | - | 132,121 | 38,103 |
| CIP0266 | Historic Bus Loop and Facility Rehabilitation | - | 291,391 | - | - | - | - | - | 171,412 | 64,763 | 60,590 | - | 43,218 | 3,687 |
| CIP0275 | New Carrollton Garage and Bus Bays | 17,945,000 | 10,143,150 | - | - | - | - | - | 11,307,438 | 910 | 852 | - | 608 | 3,923,089 |
| CIP0322 | Bus Pass Facil Improvements | - | - | - | - | - | - | - | 13,885 | (7,435) | (6,956) | - | (4,962) | - |
| CIP0326 | Real-time Bus and Rail Data Feed Dev | - | 503 | - | - | - | - | - | 2,514 | - | - | - | - | - |
| CIP0396 | Better Bus Implementation | 6,000,000 | 28,508 | - | - | - | - | - | - | - | - | - | - | - |
| Bus Passenger Facilities/Systems | | 41,143,995 | 16,065,368 | 1,458,696 | - | - | 1,034,060 | - | 14,132,751 | 256,221 | 239,714 | - | 170,985 | 50,786 |
| Bus and Paratransit Investments | | 493,701,995 | 143,673,122 | 102,120,969 | - | 20,085 | 1,035,208 | - | 37,800,755 | 3,200,634 | 2,994,431 | - | 2,135,899 | 26,399,069 |
| CIP0043 | Bus Ops Mgmt. Software | 6,629,000 | 851,686 | - | - | - | - | - | - | 290,720 | 271,990 | - | 194,008 | 58,831 |
| CIP0056 | Rail Ops Mgmt. Software | 929,000 | 8,977 | - | - | - | - | - | 202,666 | - | - | - | - | 8,977 |
| CIP0259 | Employee Timekeeping System | 2,000,000 | 645,720 | - | - | - | 645,720 | - | - | - | - | - | - | - |
| CIP0269 | Asset Management Software | 837,000 | 605,262 | - | - | - | - | - | 140,620 | 54,217 | 50,724 | - | 36,181 | 25,000 |
| CIP0330 | IT Data Center | 2,529,000 | 1,201,915 | - | - | - | - | - | 852,687 | - | - | - | 10,746 | 527,607 |
| CIP0331 | ERP Software Replacement | 90,509,340 | 27,439,285 | - | - | - | - | - | 33,275,281 | - | - | - | - | 1,668,484 |
| CIP0342 | IT Hardware SOGR | 14,977,000 | 8,313,972 | - | - | - | 1,000,000 | - | 3,445,243 | 927,261 | 867,522 | - | 618,795 | 183,793 |
| CIP0344 | IT Program Management | - | 4,117 | - | - | - | 14,305 | - | (7,258) | - | - | - | - | - |
| CIP0357 | Cyber Legacy Technology | 4,806,000 | 3,572,214 | - | - | - | - | - | - | 1,269,941 | 1,188,124 | - | 847,477 | 251,715 |
| CIP0358 | IT Business System Support | 20,370,090 | 8,413,445 | - | - | - | 7,045,474 | - | - | - | - | - | - | 626,560 |
| CIP0359 | IT Shared Services | 5,231,390 | 2,271,845 | - | - | - | 2,271,845 | - | - | - | - | - | - | 378,641 |
| CIP0360 | IT Transit Systems | 13,782,000 | 4,828,411 | - | - | - | 4,023,676 | - | - | - | - | - | - | 109,739 |
| CIP0361 | SOA Program | 1,600,000 | 3,680 | - | - | - | 92,963 | - | - | - | - | - | - | - |
| CIP0362 | IV&V Program | 200,000 | - | - | - | - | - | - | - | - | - | - | - | - |
| CIP0384 | Small IT Projects | 1,523,000 | 135,574 | - | - | - | 433,234 | - | - | - | - | - | - | 76,080 |
| CIP0829 | D&E IT Improvements | 6,067,000 | 1,698,136 | - | - | 524,602 | 1,625,639 | - | (524,602) | - | - | - | - | 180,504 |
| CIP0930 | Future IT Projects | 191,000 | - | - | - | - | - | - | - | - | - | - | - | - |
| IT | | 172,180,820 | 59,994,242 | - | - | 524,602 | 17,152,856 | - | 37,384,636 | 2,542,139 | 2,378,360 | - | 1,696,461 | 3,899,853 |
| CIP0102 | MTPD District III Substation | - | 303,777 | - | - | - | - | - | 405,288 | - | - | - | - | 10,916 |
| CIP0127 | Support Equipment MTPD | 3,550,000 | 143,146 | - | - | - | - | - | 4,867 | 86,336 | 80,774 | - | 57,615 | 17,113 |
| MTPD | | 3,550,000 | 446,923 | - | - | - | - | - | 410,155 | 86,336 | 80,774 | - | 57,615 | 10,916 |
| CIP0009 | Service Vehicle Replacement | 14,628,000 | 4,499,545 | - | - | - | - | - | 38,159 | 1,592,715 | 1,490,103 | - | 1,062,876 | 895 |
| CIP0010 | Environmental Compliance Prgm | 17,773,000 | 6,636,609 | - | - | - | - | - | 505,778 | 1,866,174 | 1,745,944 | - | 1,245,365 | 369,894 |
| CIP0034 | Revenue Collection Facility | 48,000 | 5,027 | - | - | - | - | - | - | - | - | - | - | - |
| CIP0036 | Procurement Program Support | 13,292,146 | 5,423,462 | - | - | - | 5,149,876 | - | 171,537 | - | - | - | - | 534,823 |
| CIP0039 | System Planning & Development | 3,018,326 | 1,785,523 | - | - | - | 1,475,765 | - | 1,080,239 | - | - | - | - | 51,828 |
| CIP0099 | Joint Development Prgm Support | 3,425,000 | 609,901 | - | - | - | 638,240 | - | - | - | - | - | - | 126,763 |
| CIP0101 | INCP Capital Management | 1,236,000 | 691,658 | - | - | - | 517,261 | - | - | - | - | - | - | 175,883 |
| CIP0131 | Capital Financing Support | 2,000,000 | 324,808 | - | - | - | 324,808 | - | - | - | - | - | - | - |
| CIP0150 | Non-Rev Facility Fire Systems | 2,833,000 | 1,840,367 | - | 908,663 | - | - | - | 879,603 | 20,515 | 19,193 | - | 13,690 | 126,359 |
| CIP0170 | Roof Rehab & Replacement | 12,216,079 | 5,866,382 | - | - | - | - | - | 5,785,559 | - | - | - | - | 170,338 |
| CIP0197 | Non-Revenue Facilities | 8,964,000 | 3,733,695 | - | - | - | - | - | 5,197,219 | (31,032) | (29,033) | - | (20,709) | 314,754 |
| CIP0212 | Sustainability Program Support | 3,136,000 | 1,383,969 | - | - | - | 1,372,745 | - | - | - | - | - | - | 44,158 |
| CIP0213 | Capital Program Management | 24,954,000 | 13,451,019 | - | - | - | 9,076,448 | - | 1,942,264 | - | - | - | - | 3,868,178 |
| CIP0270 | CAPD Program Support | 35,512,000 | 17,737,077 | - | - | - | 17,667,960 | - | 1,872,759 | - | - | - | - | 4,005,638 |
| CIP0273 | Facility Improvements | 3,645,000 | 1,255,439 | - | - | - | 42,731 | - | 1,029,985 | 48,328 | 45,215 | - | 32,251 | 83,456 |
| CIP0277 | Supply Chain Modernization | 800,000 | 481,779 | - | - | - | - | - | 246,616 | - | - | - | - | - |
| CIP0324 | Cap Program Financial Support | 1,500,000 | 148,324 | - | - | - | 74,162 | - | - | - | - | - | - | 74,162 |
| CIP0335 | Office Consolidation - DC | 7,300,000 | 4,649,890 | - | - | - | - | - | 2,912,177 | - | - | - | - | 2,012,013 |
| CIP0337 | Office Consolidation - VA | 3,450,000 | 1,590,815 | - | - | - | - | - | 5,874,301 | - | - | - | - | 766,184 |
| CIP0338 | Office Consolidation - MD | - | 1,584,684 | - | - | - | - | - | 2,244,958 | - | - | - | - | - |
| CIP0339 | Emergency Egress Improvements | 1,240,000 | 892,419 | - | - | - | - | - | 6,335 | 299,319 | 280,035 | - | 199,747 | 14,312 |
| CIP0347 | Acct Capital Program Support | 2,417,689 | 1,452,991 | - | - | - | 468,686 | - | 995,848 | - | - | - | - | 47,638 |
| CIP0371 | West Falls Church Land Develop | 150,000 | - | - | - | - | - | - | - | - | - | - | - | - |
| CIP0373 | Interim OCC | 5,300,000 | 4,299,917 | - | - | - | - | - | 3,126,429 | 786 | 735 | - | 524 | 156 |
| CIP0381 | Center of Excellence Dept | - | 292,836 | - | - | - | - | - | - | - | - | - | - | (145) |
| CIP0382 | Content Management Sys Upgrade | 2,581,000 | 941,654 | - | - | - | 932,867 | - | - | - | - | - | - | 8,786 |
| CRB0005 | Planning Support for DC | 1,000,000 | 520,680 | - | - | - | - | - | 610,267 | - | - | - | - | 8,452 |
| CRB0009 | Planning Support for MD | 1,000,000 | (170,343) | - | - | - | - | - | 512,299 | - | - | - | - | 17,260 |
| CRB0018 | Planning Support for VA | 1,000,000 | 197,053 | - | - | - | - | - | 111,983 | - | - | - | - | 28,952 |
| CIP0033 | D&E Support Equip Improvements | - | 39,611 | - | - | - | - | - | 176,784 | - | - | - | - | - |
| CIP0034 | Future Support Equip Projects | 300,000 | 20,695 | - | - | - | 20,695 | - | - | - | - | - | - | - |
| Support Equipment/Services | | 174,719,240 | 82,187,505 | - | 908,663 | - | 37,762,243 | 1,234,549 | 34,066,550 | 3,796,804 | 3,552,192 | - | 2,533,745 | 13,264,469 |
| Business Support Investments | | 350,450,060 | 142,628,670 | - | 908,663 | 524,602 | 54,915,099 | 1,234,549 | 71,961,341 | 6,426,280 | 6,011,326 | - | 4,287,822 | 1,273,565 |
| Total Capital Programs | | 2,319,228,062 | 834,908,667 | 143,043,521 | 91,768,574 | 1,030,866 | 67,761,597 | 33,400,745 | 398,363,637 | 44,939,127 | 42,043,889 | - | 29,989,503 | 97,152,653 |

Note: All figures are preliminary and unaudited; chart and table totals may not sum due to independent rounding.

TABLE 5: RECEIPT AND UTILIZATION OF JURISDICTIONAL CONTRIBUTIONS

| JURISDICTION | FY2025 BUDGETED ALLOCATION | Q2 CAPITAL CONTRIBUTION BILLED | Q2 CAPITAL CONTRIBUTION PAID ^{1,7} | YTD CAPITAL CONTRIBUTION BILLED ^{1,7} | YTD CAPITAL CONTRIBUTION PAID ^{1,7} | YTD UTILIZATION OF JURISDICTION CAPITAL CONTRIBUTION |
|--|----------------------------|--------------------------------|---|--|--|--|
| District of Columbia | \$109,364,714 | \$26,794,355 | \$29,429,413 | \$55,447,910 | \$50,177,794 | \$34,966,627 |
| Montgomery County | \$50,477,967 | \$12,367,102 | \$12,367,102 | \$25,592,329 | \$25,592,329 | \$16,139,065 |
| Prince George's County | \$52,050,539 | \$12,752,382 | \$12,752,382 | \$26,389,623 | \$26,389,623 | \$16,641,855 |
| Maryland Subtotal | \$102,528,506 | \$25,119,484 | \$25,119,484 | \$51,981,952 | \$51,981,952 | \$32,780,920 |
| City of Alexandria | \$13,757,591 | \$3,370,610 | \$3,307,610 | \$6,975,099 | \$6,975,099 | \$4,398,645 |
| Arlington County | \$24,786,867 | \$6,072,782 | \$6,072,782 | \$12,566,941 | \$12,566,941 | \$7,924,979 |
| City of Fairfax | \$772,368 | \$189,230 | \$189,230 | \$391,590 | \$391,590 | \$246,945 |
| Fairfax County | \$44,148,698 | \$10,816,431 | \$10,816,431 | \$22,383,390 | \$22,383,390 | \$14,115,440 |
| City of Falls Church | \$851,674 | \$208,660 | \$208,660 | \$431,799 | \$431,799 | \$272,302 |
| Loudon County | \$5,850,701 | \$1,433,422 | \$1,433,422 | \$2,966,306 | \$2,966,306 | \$1,870,615 |
| Virginia Subtotal | \$90,167,899 | \$22,091,135 | \$22,091,135 | \$45,715,125 | \$45,715,125 | \$28,828,927 |
| Federal Formula Match & System Performance Subtotal | \$302,061,119 | \$74,004,974 | \$76,640,032 | \$153,144,987 | \$147,874,871 | \$96,576,474 |
| District of Columbia | \$49,500,000 | \$12,375,000 | \$12,375,000 | \$24,750,000 | \$24,750,000 | \$15,294,762 |
| State of Maryland | \$49,500,000 | \$12,375,000 | \$12,375,000 | \$24,750,000 | \$24,750,000 | \$15,294,762 |
| Commonwealth of Virginia | \$49,500,000 | \$12,375,000 | \$12,375,000 | \$24,750,000 | \$24,750,000 | \$15,294,762 |
| State and Local PRIIA Subtotal | \$148,500,000 | \$37,125,000 | \$37,125,000 | \$74,250,000 | \$74,250,000 | \$45,884,287 |
| District of Columbia | \$1,000,000 | \$245,000 | \$245,000 | \$507,000 | \$507,000 | \$507,000 |
| Montgomery County | \$492,331 | \$120,621 | \$120,621 | \$249,612 | \$249,612 | \$252,221 |
| Prince George's County | \$507,669 | \$124,379 | \$124,379 | \$257,388 | \$257,388 | \$260,078 |
| Maryland Subtotal | \$1,000,000 | \$245,000 | \$245,000 | \$507,000 | \$507,000 | \$512,299 |
| City of Alexandria | \$152,576 | \$37,381 | \$37,381 | \$77,356 | \$77,356 | \$17,086 |
| Arlington County | \$274,898 | \$67,350 | \$67,350 | \$139,373 | \$139,373 | \$30,784 |
| City of Fairfax | \$8,566 | \$2,099 | \$2,099 | \$4,343 | \$4,343 | \$959 |
| Fairfax County | \$489,629 | \$119,959 | \$119,959 | \$248,241 | \$248,241 | \$54,830 |
| City of Falls Church | \$9,445 | \$2,314 | \$2,314 | \$4,789 | \$4,789 | \$1,058 |
| Loudon County | \$64,886 | \$15,897 | \$15,897 | \$32,897 | \$32,897 | \$7,266 |
| Virginia Subtotal | \$1,000,000 | \$245,000 | \$245,000 | \$506,999 | \$506,999 | \$111,983 |
| Project Planning Subtotal | \$3,000,000 | \$735,000 | \$735,000 | \$1,520,999 | \$1,520,999 | \$1,262,175 |
| District of Columbia² | \$178,500,000 | \$89,250,000 | \$89,250,000 | \$89,250,000 | \$89,250,000 | \$44,939,127 |
| State of Maryland | \$167,000,000 | \$42,585,000 | \$42,585,000 | \$85,170,000 | \$85,170,000 | \$42,043,889 |
| Commonwealth of Virginia - Non-Restricted | \$122,900,000 | \$29,889,937 | \$29,889,937 | \$68,128,164 | \$68,128,164 | \$29,989,503 |
| Commonwealth of Virginia - Restricted ³ | \$31,600,000 | \$8,735,063 | \$8,735,063 | \$9,121,836 | \$9,121,836 | \$8,907,388 |
| Commonwealth of Virginia Subtotal⁴ | \$154,500,000 | \$38,625,000 | \$38,625,000 | \$77,250,000 | \$77,250,000 | \$38,896,891 |
| Dedicated Funding Subtotal⁵ | \$500,000,000 | \$170,460,000.0 | \$170,460,000 | \$251,670,000 | \$251,670,000 | \$125,879,906 |
| Purple Line (State of Maryland) | \$19,844,000 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Congestion Mitigation and Air Quality (Commonwealth of Virginia) | \$700,000 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Other | \$9,400,000 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Reimbursable and CMAQ Total⁶ | \$29,944,000 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Jurisdictional Contributions | \$983,505,119 | \$282,324,974 | \$284,960,032 | \$480,585,986 | \$475,315,870 | \$269,602,842 |

1. Excludes Interest credits.

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

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

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

5. As of 12/30/24, bank balances were \$0.00 for the District of Columbia, \$0.00 for Maryland, \$1,044,692.46 for VA Restricted, and \$2,061.28 for VA Non-Restricted.

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

7. This table represents the funding associated with expenses that are accounted for in FY25. Additional expenses from previous FYs have been funded by some of these fund sources.

TABLE 6: CAPITAL BUDGET ADJUSTMENTS

| PCR # | Action Type | Date | CIP # | CIP Name | FY2025 Action | Outyears (FY2026-2030) Action | Total | Primary Reason for Change | Comments |
|-------------------------------------|----------------|--------|---------|---|---------------|-------------------------------------|--------------|---------------------------------|--|
| 482 | Reprogramming | Jul-24 | CIP0004 | Bus Maintenance Facility and Equipment State of Good Repair Program | 582,000 | | 582,000 | Scope | Initiates a capital project to build out a Carmer Turner Facility train room to support four bus simulators. |
| 483 | Reprogramming | Jul-24 | CIP0258 | Station and Tunnel Fire Alarm Replacement | 6,585,000 | | 6,585,000 | Scope | Initiates a capital project at Forest Glen Station to address safety issues. |
| 490 | Administrative | Jul-24 | CIP0010 | Environmental Compliance Program | | 3,900,000 | 3,900,000 | Cost Estimate | Aligns the FY2025 Capital Program Budget with previously approved PCR #472. This action accounts for underspend in FY24. |
| 490 | Administrative | Jul-24 | CIP0035 | Bicycle and Pedestrian Facility Rehabilitation | 600,000 | 1,342,000 | 1,942,000 | Cost Estimate | Aligns the FY2025 Capital Program Budget with previously approved PCR #469. |
| 490 | Administrative | Jul-24 | CIP0099 | Joint Development Program Support | 1,425,000 | (388,000) | 1,037,000 | Cost Estimate | Aligns the FY2025 Capital Program Budget with previously approved PCRs #464 and #484. Reassigns Congress Heights Bus Operator Relief Facility from CIP0099 Joint Development Program Support to CIP0319 Bus Maintenance Facility SOGR. |
| 490 | Administrative | Jul-24 | CIP0319 | Bus Maintenance Facility State of Good Repair Program | 50,000 | 285,000 | 335,000 | Cost Estimate | Aligns the FY25 Capital Program Budget with previously approved PCR #484 and reassigns Congress Heights Bus Operator Relief Facility from CIP0099 Joint Development Program Support to CIP0319 Bus Maintenance Facility SOGR. |
| 490 | Administrative | Jul-24 | CIP0185 | Escalator Replacement | (805,000) | 32,851,000 | 32,046,000 | Cost Estimate | Aligns the FY2025 Capital Program Budget with previously approved PCR #427. |
| 490 | Administrative | Jul-24 | CIP0259 | Employee Timekeeping System | 2,000,000 | 750,000 | 2,750,000 | Cost Estimate | Aligns the FY2025 Capital Program Budget with previously approved PCCR #479 and Reassigns Cloud-Based Timekeeping Migration from CIP8030 Future IT Projects to CIP0259 Kronos Cloud Migration. |
| 490 | Administrative | Jul-24 | CIP0273 | Support Facility Rehabilitation | 75,000 | | 75,000 | Cost Estimate | Aligns FY2025 Capital Program Budget with previously approved PCR #436. |
| 490 | Administrative | Jul-24 | CIP0284 | Railyard Facility and Site Rehabilitation | (6,602,000) | 21,877,000 | 15,275,000 | Cost Estimate | Aligns FY2025 Capital Program Budget with previously approved PCRs #425 and #455. Accounts for underspend in FY24. |
| 490 | Administrative | Jul-24 | CIP0330 | Information Technology Data Center | 467,000 | 1,079,000 | 1,546,000 | Cost Estimate | Aligns FY2025 Capital Program Budget with previously approved PCR #466. |
| 490 | Administrative | Jul-24 | CIP0342 | Information Technology Hardware State of Good Repair | (2,000,000) | (750,000) | (2,750,000) | Cost Estimate | Aligns FY2025 Capital Program Budget with previously approved PCR#479. |
| 490 | Administrative | Jul-24 | CIP0384 | Microsoft Environment Modernization and Transformation | 366,000 | (85,000) | 281,000 | Cost Estimate | Aligns FY2025 Capital Program Budget with previously approved PCR #429. |
| 490 | Administrative | Jul-24 | CIP0385 | Labor Employee Relations and EEO Case Management System | | (500,000) | (500,000) | Cost Estimate | Aligns FY2025 Capital Program Budget with previously approved PCR #416. |
| 490 | Administrative | Jul-24 | CIP8011 | D&E Fixed Rail Improvements | 940,000 | 184,000 | 1,124,000 | Cost Estimate | Aligns FY2025 Capital Program Budget with previously approved PCR #465. |
| 490 | Administrative | Jul-24 | CIP8029 | D&E Information Technology Improvements | 234,000 | | 234,000 | Cost Estimate | Aligns the FY2025 Capital Program Budget with previously approved PCR #446. |
| 481, 482, 483, 490, 492 | Reprogramming | Jul-24 | CIP0247 | Emergency Construction and Emerging Needs | (3,917,000) | (60,545,000) | (64,462,000) | | Uses Emerging System Rehabilitation to advance a new need and initiates a capital project to assess the Van Ness Station precast dome. |

TABLE 6: CAPITAL BUDGET ADJUSTMENTS

| PCR # | Action Type | Date | CIP # | CIP Name | FY2025 Action | Outyears (FY2026-2030) Action | Total | Primary Reason for Change | Comments |
|--|---------------|--------|---------|---|---------------|-------------------------------------|--------------|---------------------------------|--|
| 497 | Reprogramming | Aug-24 | CIP0337 | Office Consolidation - Virginia | 850,000 | | 850,000 | Schedule | Adjusts cashflow for MICC Training and Development to complete communications structure and protocols consolidation. This is an FY24-FY25 cashflow adjustment. |
| 498 | Reprogramming | Aug-24 | CIP0225 | Heavy Repair and Overhaul Facility | 1,800,000 | | 1,800,000 | Schedule | Adjusts cashflow to secure warehouses at 3636 Pennsy Drive and 8121 Ardwick Ardmore Road. This is a cashflow adjustment for FY24-FY25. |
| 499 | Reprogramming | Aug-24 | CIP0067 | Rail Vehicle Safety and Reliability Improvements | (4,212,000) | | (4,212,000) | Cost Estimate | This action reprograms 6000 Series Camera placeholder budget and moves scope from CIP0067 to CIP0386. |
| 499 | Reprogramming | Aug-24 | CIP0145 | Facility Security Monitoring Equipment Program | (2,000,000) | | (2,000,000) | Cost Estimate | Reprograms Enterprise-Wise Video System Project placeholder budget and moves scope from CIP0145 to CIP0386 |
| 499 | Reprogramming | Aug-24 | CIP0386 | | 11,500,000 | (11,500,000) | | Cost Estimate | Moves scope from CIP0067 and CIP0145 to CIP0286 |
| 500 | Reprogramming | Aug-24 | CIP0004 | Bus Maintenance Facility and Equipment State of Good Repair Program | 135,000 | | 135,000 | Scope | Initiates a capital project to build a mobile bus simulator. |
| 497, 498, 499, 500 | Reprogramming | Aug-24 | CIP0247 | Emerging Needs and System Rehabilitation | (8,073,000) | 11,500,000 | 3,427,000 | Scope | Uses Emerging System Rehabilitation to support emerging needs. |
| No reprogramming actions applicable to the FY2025 Capital Program were approved in September 2024. | | | | | | | | | |
| 501 | Reprogramming | Oct-24 | CIP0269 | Asset Management Software | 837,000 | (837,000) | | Schedule | Adjusts cashflow for Enterprise Asset Systems. There is no change to total budget. |
| 504 | Reprogramming | Oct-24 | CIP0331 | Enterprise Resource Planning Software Development | 24,535,000 | (24,535,000) | | Schedule | Accelerates budget for Enterprise Resource Planning (ERP) implementation to align with an updated implementation schedule. There is no change to total budget. |
| 504 | Reprogramming | Oct-24 | CIP0005 | Bus Vehicle Rehabilitation Program | (13,945,000) | (13,945,000) | (27,890,000) | Schedule | Uses available budget in the Corrective Maintenance Program to adjust cashflow for ERP Implementation. |
| 504 | Reprogramming | Oct-24 | CIP0024 | Track Rehabilitation Program | (346,000) | (346,000) | (692,000) | Schedule | Uses available budget in the Corrective Maintenance Program to adjust cashflow for ERP Implementation. |
| 504 | Reprogramming | Oct-24 | CIP0063 | Rail Vehicle Scheduled Maintenance Program | (5,000,000) | (5,000,000) | (10,000,000) | Schedule | Uses available budget in the Corrective Maintenance Program to adjust cashflow for ERP Implementation. |
| 504 | Reprogramming | Oct-24 | CIP0073 | Escalator Rehabilitation Program | (1,840,000) | (1,840,000) | (3,680,000) | Schedule | Uses available budget in the Corrective Maintenance Program to adjust cashflow for ERP Implementation. |
| 504 | Reprogramming | Oct-24 | CIP0087 | Station and Facility Restoration Program | (2,200,000) | (2,200,000) | (4,400,000) | Schedule | Uses available budget in the Corrective Maintenance Program to adjust cashflow for ERP Implementation. |
| 504 | Reprogramming | Oct-24 | CIP0136 | Radio Infrastructure Replacement | (334,000) | (334,000) | (668,000) | Schedule | Uses available budget in the Corrective Maintenance Program to adjust cashflow for ERP Implementation. |
| 504, 515 | Reprogramming | Oct-24 | CIP0251 | Automatic Train Control State of Good Repair | (1,266,000) | (3,766,000) | (5,032,000) | Schedule | Uses available budget in the Corrective Maintenance Program to adjust cashflow for ERP Implementation. Transfers available budget to CRB0138. |
| 504 | Reprogramming | Oct-24 | CIP0252 | Low Voltage Power State of Good Repair | (70,000) | (70,000) | (140,000) | Schedule | Uses available budget in the Corrective Maintenance Program to adjust cashflow for ERP Implementation. |
| 504 | Reprogramming | Oct-24 | CIP0253 | Traction Power State of Good Repair | (534,000) | (534,000) | (1,068,000) | Schedule | Uses available budget in the Corrective Maintenance Program to adjust cashflow for ERP Implementation. |
| 505 | Reprogramming | Oct-24 | CIP0284 | Railyard Facility and Site Rehabilitation | 1,500,000 | | 1,500,000 | Scope | Initiates a capital project to replace the HVAC system at Greenbelt Yard in Building B. |

TABLE 6: CAPITAL BUDGET ADJUSTMENTS

| PCR # | Action Type | Date | CIP # | CIP Name | FY2025 Action | Outyears (FY2026-2030) Action | Total | Primary Reason for Change | Comments |
|---|----------------|--------|---------|---|---------------|-------------------------------------|-------------|---------------------------------|---|
| 506 | Reprogramming | Oct-24 | CIP0370 | Aerial Structure Rehabilitation B | 350,000 | (350,000) | | Schedule | Adjusts cashflow for Structural Rehab Package B. There is no change to total budget. |
| 515 | Reprogramming | Oct-24 | CRB0138 | Signaling - Training Lab Phase 2 Equipment | 1,000,000 | 3,500,000 | 4,500,000 | Cost Estimate | Transfers available budget from CIP0251 to CRB0138. |
| 516 | Reprogramming | Oct-24 | CIP0272 | Digital Display and Wayfinding Improvements | | (382,000) | (382,000) | Schedule | Accelerates budget from Customer Information Program to support MTPD Text Tips Upgrade. |
| 516 | Reprogramming | Oct-24 | CIP0276 | Passenger Information Guidelines and Art in Transit | 382,000 | | 382,000 | Schedule | Accelerates budget from Customer Information Program to support MTPD Text Tips Upgrade. |
| 517 | Reprogramming | Oct-24 | CRB0139 | Silver Line Phase 2 - Wayside Equipment Replacement | 20,000 | 1,480,000 | 1,500,000 | Scope | Initiates a capital project to replace Intrusion Detection Warning (IDW) equipment along the Silver Line Phase II right-of-way. |
| 523 | Reprogramming | Oct-24 | CIP8029 | D&E Information Technology Improvements | 1,199,000 | 801,000 | 2,000,000 | Scope | Initiates a capital project to develop and implement Transit Data Standards. |
| 501, 504, 505, 506, 516, 517, 523 | Reprogramming | Oct-24 | CIP0247 | Emergency Construction and Emerging Needs Program | (4,288,000) | 48,358,000 | 44,070,000 | | Uses Emerging System Rehabilitation to advance a new need. |
| 518 | Reprogramming | Nov-24 | CIP0127 | Transit Police Support Equipment | 2,169,000 | | 2,169,000 | Scope | Provides capital support for MTPD to purchase threat detection equipment and supplies. |
| 524 | Reprogramming | Nov-24 | CIP0284 | Railyard Facility and Site Rehabilitation | 2,100,000 | (2,100,000) | | Schedule | Adjusts cashflow for the New Carrollton Railyard Rehabilitation Project. There is no change to total budget. |
| 527 | Reprogramming | Nov-24 | CIP8029 | D&E Information Technology Improvements | 600,000 | 1,400,000 | 2,000,000 | Scope | Initiates a capital project to implement and automated readiness for work evaluation solution. |
| 528 | Reprogramming | Nov-24 | CIP0152 | Parking Garage and Surface Lot Rehabilitation | 3,600,000 | (3,600,000) | | Schedule | Adjusts cashflow for the Parking Facilities Preventative Maintenance Program. There is no change to total budget. |
| 534 | Reprogramming | Nov-24 | CIP0284 | Railyard Facility and Site Rehabilitation | 50,000 | (50,000) | | Schedule | Accelerates budget to support development work for CTEM Priorities. |
| 536 | Reprogramming | Nov-24 | CIP0358 | Business Systems State of Good Repair | 201,000 | | 201,000 | Scope | Initiates a capital project to upgrade Metro's scheduling system to support capabilities for four-day workweeks. |
| 537 | Administrative | Nov-24 | CIP0255 | Fare Collection Modernization | | | | Scope | Adds scope to the Fare Modernization Program to upgrade payment targets at parking pay stations. |
| 538 | Reprogramming | Nov-24 | CIP0039 | System Planning and Development | (1,000,000) | | (1,000,000) | Cost Estimate | Reassigns Bus Network Redesign implementation from Bus Network Redesign to Better Bus Implementation. |
| 538 | Reprogramming | Nov-24 | CIP0396 | Bus Network Redesign Implementation | 1,000,000 | | 1,000,000 | Cost Estimate | Reassigns Bus Network Redesign implementation from Bus Network Redesign to Better Bus Implementation and aligns budget to support implementation. |
| 542 | Reprogramming | Nov-24 | CIP0034 | Revenue Collection Facility Rehabilitation | 48,000 | | 48,000 | Schedule | Adjusts cashflow for Revenue Collection Improvements. This is an adjustment for FY23 to FY25. |

TABLE 6: CAPITAL BUDGET ADJUSTMENTS

| PCR # | Action Type | Date | CIP # | CIP Name | FY2025 Action | Outyears (FY2026-2030) Action | Total | Primary Reason for Change | Comments |
|---|---------------|--------|---------|--|---------------|-------------------------------------|-------------|---------------------------------|--|
| 518, 524, 527, 528, 534, 536, 542 | Reprogramming | Nov-24 | CIP0247 | Emergency Construction and Emerging Needs Program | (8,768,000) | 4,350,000 | (4,418,000) | | Uses Emerging System Rehabilitation to advance a new need. |
| 418 | Reprogramming | Dec-24 | CIP0388 | Parking Access Revenue Control (PARC) System Replacement | 500,000 | 1,200,000 | 1,700,000 | Schedule | Accelerates budget for the Parking Access Revenue Control Replacement Implementation Plan. There is no change to total budget. |
| 520 | Reprogramming | Dec-24 | CIP0127 | Transit Police Support Equipment | 700,000 | 1,300,000 | 2,000,000 | Cost Estimate | Adjusts cashflow (FY24 to FY25) and increases budget for Body Camera CCTV and Access Control. |
| 532 | Reprogramming | Dec-24 | CIP0221 | Bus Customer Facility Improvements | 1,898,000 | 578,000 | 2,476,000 | Schedule | Adjusts cashflow for Bus Customer Digital Signs (FY24 to FY25). There is no change to total budget. |
| 541 | Reprogramming | Dec-24 | CIP0370 | Aerial Structure Rehabilitation B | 295,000 | (295,000) | | Schedule | Adjusts cashflow for Structural Rehab Package B. There is no change to total budget. |
| 543 | Reprogramming | Dec-24 | CIP0284 | Railyard Facility and Site Rehabilitation | 700,000 | (700,000) | | Schedule | Adjusts cashflow for Fleet Management Facility improvements in lieu of HRO. There is no change to total budget. |
| 418, 520, 532, 541, 543 | Reprogramming | Dec-24 | CIP0247 | Emergency Construction and Emerging Needs Program | (4,093,000) | (2,083,000) | (6,176,000) | | Uses Emerging System Rehabilitation to advance a new need. |
| Total | | | | | - | - | - | | |

Action Type Definitions

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

Administrative: actions taken for internal tracking or management purposes.

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

TABLE 7: PROCUREMENT ACTIONS

| Date | CIP | Contract Number | Description | Vendor | Action Type | Amount |
|------------|---------|-----------------------|---|--|-------------|------------|
| 8/19/2024 | CIP0359 | F20101_SS | WITTS Transit Systems O&M Task Order 02 | Digital Mobile Innovations (DMI) | Modificator | 2,414,206 |
| 10/1/2024 | N/A | CACCS244161 | Master Contract for Sign Language Interpretative Services | Sign Language USA | RFP | 220,640 |
| 10/1/2024 | N/A | CTRES255035 | DMV Moves - PFM Agreement | Public Financial Management, LLC (PFM) | RFP | 4,950,950 |
| 10/1/2024 | N/A | CQ19236 | Exercise Option Year Three | Cubic Transportation Systems Inc. | Modificator | 1,724,364 |
| 10/8/2024 | CIP0150 | FATOC222351 | FATOC222351-24-005 Four Mile Run Bus Garage Gas Detection | James Electric Control | Modificator | 13,051 |
| 10/8/2024 | CIP0348 | FIRPG211113 | Grosvenor GPR and Abutment Coring Mod 53 | W M Schlosser Co, Inc. | Modificator | 13,497 |
| 10/10/2024 | CIP0170 | FQ19021 | D90 Annex Bldg. Roof Replacement | DJB Contracting | Modificator | - |
| | | | Mod 2: Updated WMATA item ID from 973700021 to 973700021CAP under Contract# FBMNT244318/ PO# 0000191713 for Small Units (C) AFC for Rehabilitation of Ramp Assembly | The Aftermarket Parts Company, LLC | Modificator | - |
| 10/11/2024 | CIP0005 | FBMNT244318 | FARE-0008_Open Payments System Program Technical Support | Jacobs Engineering | Task Order | 2,266,279 |
| 10/11/2024 | CIP0255 | FQ2024J | Cancellation of Genfare Bus Kits | Genfare | Modificator | 10,178 |
| 10/15/2024 | CIP0005 | FBMNT233140 | Addition of Rolling Load Test to Rail Stringer Welding | Railworks Track Services, Inc. | Modificator | 29,316 |
| 10/15/2024 | CIP0024 | FTRST233389 | WITTS Task Order 03 - Support Services for 8K Program Management/ Option Yr 2 | Susan Fitzgerald & Associates | Option | 2,816,639 |
| 10/15/2024 | CIP0359 | F20101_SS | D2696 Connection Details Mod 54 | W M Schlosser Co, Inc. | Modificator | 34,896 |
| 10/16/2024 | CIP0348 | FIRPG211113 | DG VSL Track Access Delays Mod 55 | W M Schlosser Co, Inc. | Modificator | 1,333 |
| 10/16/2024 | CIP0348 | FIRPG211113 | Descope installs from Clever Devices Contract | Clever Devices Ltd. | Modificator | 524,555 |
| 10/17/2024 | N/A | PO0000181988 | Wood Crossies and Switch Timbers Option Year 3 additional quantities | Stella Jones Inc. | Modificator | 121,147 |
| 10/17/2024 | CIP0024 | FTRST211040 | Cleaning Services for Trusses, Pans, Wellways and Drains | JJ Prime Services | IFB | 1,916,523 |
| 10/18/2024 | CIP0132 | FELES244235-123 | Bus Polycarbonate Window Replacement Program | The Aftermarket Parts Company, LLC | Modificator | 1,412,902 |
| 10/18/2024 | CIP0005 | F20155 | Bus Mechanic Tool Box Kits | Badger Mill Supply Corp | Modificator | 514,500 |
| 10/23/2024 | CIP0004 | CBMNT222345 | To update the SOW which will enable the vendor to update required documents and procedures. Also the vendor will now purchase 344 plug nuts that were previously not included in the SOW. | Wabtec | Modificator | 170,406 |
| 10/24/2024 | CIP0063 | FCMNT233010-ER | Legal Support Services | Orrick Herrington & Sutcliffe LLP | RFP | 600,000 |
| 10/28/2024 | N/A | CCOUN255041 | WITTS Shared Services O&M Task 03 | Digital Mobile Innovations (DMI) | Modificator | 757,282 |
| 10/28/2024 | CIP0359 | F20101_SS | | | | |
| 10/29/2024 | CIP8034 | CIBOP211233-23-T7 M00 | Training Center of Excellence Vision Implementation Strategy, Optional Task | Deloitte Consulting, LLP | Modificator | 4,392,542 |
| 10/29/2024 | CIP0331 | CACCT222047-W05 | ERP Backfill- Email Request | IBS Management | Task Order | 745,971 |
| 10/30/2024 | CIP0331 | CIT01233343 | Oracle FDIP, OAS Migration, Oracle U, PC | Oracle | Modificator | 4,649,779 |
| | | | Operation and Maintenance of Customer Information Electronic Display System (CIEDS) Signs | Luminator Technology Group | RFP | 26,267,369 |
| 10/31/2024 | CIP0221 | CCSCM24018 | Battery Chargers | Graybar Electric Company Inc. | IFB | 146,265 |
| 10/31/2024 | CIP0253 | CRBIR24053 | Arema 3, 4 & 5 Stone Track Ballasts | REAGG LLC | IFB | 306,700 |
| 10/31/2024 | CIP0024 | FRST244308-1 | ARCH-001_Site Lighting Enhancements - Phase 2B | CSI Engineering | IFB | 3,785 |
| 10/31/2024 | CIP0219 | FQ19172 | ARCH-001_Site Lighting Enhancements - Phase 2B | CSI Engineering | Modificator | 3,785 |
| 10/31/2024 | CIP0219 | FQ19172 | This Modification was issued to add an additional PC Board for inspection, repair, and if unrepairable, cost for inspection services. It is a sole source contract to Hitachi STS. | Hitachi STS USA, LLC | Modificator | 157,920 |
| 10/31/2024 | N/A | CCMNT233273-NS | Ust Core Drilling to remove granite coping stones | Clark Construction | Modificator | 2,325 |
| 10/31/2024 | CIP0008 | FMCAP211066 | Cast-in-Place Anchor Bolt Re-Testing | Clark Construction | Modificator | 2,298 |
| 10/31/2024 | CIP0008 | FMCAP211066 | Limited NTP for CPPM-0015_Program Management Support Services for the Office of Capital Planning & Programing | AECOM/STV JV | Task Order | 100,000 |
| 10/31/2024 | CIP0213 | FQ2024ASRCJV | Mod 1: Extended the period of performance of Contract for Small Units (C) - AFC for Rehabilitation of Ramp Assembly | The Aftermarket Parts Co | Modificator | - |
| 11/1/2024 | CIP0005 | FBMNT244318 | Mod 1: Extended the period of performance of Contract for Small Units(C) - AFC for Rehabilitation of Ramp Assembly | The Aftermarket Parts Co | Modificator | - |
| 11/1/2024 | CIP0005 | FBMNT244318 | PM/CM Services Support for Open Payments | Jacobs Engineering | Task Order | 2,266,279 |
| 11/1/2024 | CIP0255 | FQ2024J | To Exercise Option Year Two (2) | OTAS, Inc. | Modificator | 3,470,815 |
| 11/4/2024 | CIP0152 | FLAND211142 | Consulting Services for Mobile 2.0 and Smartrip | Computer Aid Inc. | Task Order | 556,899 |
| 11/5/2024 | CIP0255 | CIT0125011 | ERP Backfill Staff Augmentation | Susan Fitzgerald & Associates | Task Order | 1,927,872 |
| 11/6/2024 | CIP0331 | F20101_SS-25_T00013 | Enterprise-Wide Video System | RL Controls, LLC | RFP | 15,229,426 |
| 11/8/2024 | CIP0386 | FIT01255030 | No cost modification | Immix Technology Inc | Modificator | - |
| 11/8/2024 | N/A | CIT01233131 | No cost modification | Enterprise Health LLC | Modificator | - |
| 11/8/2024 | N/A | COHAW2233344 | Hollow Structural Steel (HSS) Changes | Clark Construction | Modificator | (471,596) |
| 11/8/2024 | CIP0008 | FMCAP211066 | UPS Rigging Services - Time Extension | A&A Transfer, Inc. | Modificator | - |
| 11/14/2024 | CIP0252 | CRBIR25008 | Fan Shaft Rehabilitation | W.M. Schlosser | RFP | 54,905,615 |
| 11/15/2024 | CIP0375 | CRBIR244059 | Repair of the Clark Torque Converter, C8672-42/TUSA107814 | Great Lakes Power | Task Order | 6,939 |
| 11/18/2024 | N/A | C20073B | | | | |

TABLE 7: PROCUREMENT ACTIONS

| | | | | | | |
|------------|---------------------------|-------------------|--|--|-------------|-------------|
| 11/20/2024 | CIP0331 | CACCT222047-W05-E | Option Year 1 for Task Order CACCT222047-W05-24-T00007 ERP Software Replacement Staff Backfill ONLY for KPMG LLP. | KPMG, LLP | Option | 1,141,168 |
| 11/25/2024 | CIP0005 | FBMNT244258 | Modification #1 for BOM revision of price reduction Bus Kits Rehab Body Shop (D) AFC | The Aftermarket Parts Co | Modificator | - |
| 11/25/2024 | CIP0005 | FBMNT244258 | Modification #1 for BOM revision of price reduction Bus Kits Rehab Body Shop (D) AFC | The Aftermarket Parts Co | Modificator | - |
| 11/25/2024 | CIP8029 | C20102 | Transit Data Infrastructure Planning & Prototyping | Cambridge Systematics, Inc. | Task Order | 1,499,846 |
| 11/25/2024 | CIP0275 | CCSCM211074 | New Carrollton Joint Development | Sharp & Company, Inc. | Task Order | 48,769 |
| 11/26/2024 | CIP0331 | CACCT222047-W05-D | Option Year 1 for Task Order CACCT222047-W05-24-T00007 ERP Software Replacement Staff Backfill | IBS Management and Consultancy Services | Option | 2,305,704 |
| 11/27/2024 | CIP0006 | FBMNT233247-BTK | Low-Floor Heavy Duty Transit Buses | New Flyer of America Inc. | IFB | 120,569,814 |
| 11/27/2024 | N/A | CPLAN255098 | Enterprise Energy Management Software & Services (SaaS) | EnergyCAP, LLC/Happy Valley Intermediate Holdco Inc. | RFP | 38,577 |
| 11/28/2024 | CIP0005 | FBMNT244055 | Mod 1: Extended the period of performance of Contract for WMATA Item No. 972560518 for Seat-Drivers | The Aftermarket Parts Co | Modificator | - |
| 11/28/2024 | CIP0005 | FBMNT244055 | Mod 1: Extended the period of performance of Contract for WMATA Item No. 972560518 for Seat-Drivers | The Aftermarket Parts Co | Modificator | - |
| 11/29/2024 | N/A | CSVMT233032A-SV | Installation of holster brackets | Lindsay Ford | Modificator | 2,275 |
| 11/29/2024 | CIP0024 | CCSCM211074 | Winter 2024 Blue, Orange, Silver Line Construction | Sharp & Company, Inc. | Task Order | 453,981 |
| 12/1/2024 | N/A | CTRST244391 | WMATA is seeking bids from qualified contractors to provide 115 RE Rail-Bound Manganese Conformal Top Togs, Narrow Flangeway (heavy wing) Frogs, and Heavy Point Frogs for the Washington Metropolitan Area Transit Authority (WMATA) special trackwork. | Voestalpine Railway System Nortrak | IFB | 561,152 |
| 12/2/2024 | CIP0024 | PMCM - FQ18033 | RAIL-0002_Automated Track Inspection | Louis Berger/Urban Engineers, JV | Modificator | 127,373 |
| 12/3/2024 | CIP0024 | C20088B | CN# 05 | Yankee Line Transit | Task Order | 3,513,030 |
| 12/5/2024 | CIP0242 | FIRPG211167 | Bus Shuttle Services | M&M Welding Fabricator | Modificator | 177,057 |
| 12/5/2024 | CIP0243 | FIRPG211167 | Drainage Pumping Stations 7 locations | M&M Welding Fabricator | Modificator | 503,384 |
| 12/5/2024 | CIP0244 | FIRPG211167 | Prime Mover | M&M Welding Fabricator | Modificator | 63,301 |
| 12/6/2024 | CIP0276 | F20101_SS_E | Rehabilitation Drainage Pump | Networking For Future, Inc | Task Order | 345,000 |
| 12/10/2024 | CIP8030 | CIT01233485 | Engagement Staff Augmentation (CXE) | Global Technology Solutions, Inc. | RFP | 684,713 |
| 12/10/2024 | N/A | C20013B | Contact Center Technology Solution | Whiting Corp | Task Order | 3,056 |
| 12/11/2024 | CIP0152, CIP0197, CIP0010 | PMCM - FQ18033 | To dispatch a technician to check and evaluate the Truck Hoist at the Brentwood Shop. | Gannett Fleming | Modificator | 236,542 |
| 12/11/2024 | N/A | CPLAN211091 | RBIR-0003_Construction Inspectors (RBIR Portion) | MVS, Inc. | Option | 322,174 |
| 12/12/2024 | N/A | CIT01244412 | FY25-FY26 Tableau Software License Renewal | Digital Mobile Innovations LLC | RFP | 10,243,741 |
| 12/12/2024 | CIP0197 | ATOC233278 | Operations & Maintenance (O&M) Support of Transit Applications Services | FH Paschen, S.N. Nielsen & Associates, LLC. | Task Order | 1,786,724 |
| 12/13/2024 | CIP8029 | ACCS233517-RWJ | Rail Station Breakrooms at 9 Stations | Predictive Safety | Modificator | 106,000 |
| 12/16/2024 | CIP0136 | CEMIH233189 | Fitness for Training | Republic Services Group | Modificator | 178,702 |
| 12/16/2024 | CIP0356 | FIRPG211104 | Modification 02 (MOD 02) Project Title: Greenbelt Yard and Shady Grove Yard Contaminated Water Removal | Potomac Construction Co Inc | Modificator | - |
| 12/17/2024 | N/A | CIT01244410 | (Tunnel Ventilation Pilot Project) - MOD 25 - No Cost Time Extension Due to PEPCO Delays #3 PCO 25 (12/16/24 to 07/01/25) | Digital Mobile Innovations LLC | RFP | 11,875,675 |
| 12/17/2024 | CIP0262 | FIRPG211179 | Operations and Maintenance (O&M) Production Support Services for the Enterprise TOOLS and Applications | Sovereign Hydroseal East, Inc. | Modificator | 2,250,000 |
| 12/17/2024 | CIP0331 | CACCT222047-W05-A | Additional Chemical Grouting on B-Line | Crowe LLP | Option | 388,624 |
| 12/18/2024 | CIP0255 | ATOC233278-C | Option Year 1 ERP Backfill- CROWE LLP and extend Task Order CACCT222047-W05-24-T00007 ERP Backfill | Potomac Construction Co. | Modificator | 205,320 |
| 12/18/2024 | CIP0253 | GAEC - FQ19172 | ATOC233278-24-003 PICO 4547 Temporary Nexien Work | Mott-WSP | Modificator | 91,620 |
| 12/18/2024 | CIP8029 | F20101_SS_ | POWR-003_Assessment and Remediation of Collapsed or Displaced Power Cable Duct Banks | Computer Aid Inc. | Task Order | 134,480 |
| 12/19/2024 | N/A | CIT01244331 | CCR# 05 | Merito Solutions, Inc | Modificator | 42,275 |
| 12/20/2024 | N/A | CIT01244368 | Transit Data STDS - Plan And Prototype- Cloud Architect Staff Aug | Ignite Group, Inc. | Modificator | - |
| | | | OpenText Fortify Co-Term Mod | | | |
| | | | No cost modification extending the base period of performance to April 30, 2025. Metro is developing and implementing digitized and automated workflows for manual paper-based, high-volume, and repetitive administrative work efforts. The automation includes the creation of unified user interfaces/portals, progress tracking/monitoring and escalation capabilities, and reporting and dashboarding | | | |

TABLE 7: PROCUREMENT ACTIONS

| | | | | | |
|--------------------|-----------------|---|---------------------------|-------------|------------|
| 12/23/2024 CIP0272 | FATOC222351 | FATOC222351-24-006 Extend Period of Performance | C3M Power Systems LLC | Modificator | - |
| 12/24/2024 CIP0315 | FQ2024 | RECP-0005 PMCM Services for Northern Bus Garages | WSP USA | RFP | 1,200,000 |
| 12/26/2024 CIP0127 | FMTPD255078 | The purchase of CBRN detection and identification equipment enhances | Safeware Inc. | IFB | 1,785,750 |
| 12/26/2024 CIP0127 | FMTPD255078-002 | The purchase of CBRN detection and identification equipment enhances | Agilent Technologies Inc. | IFB | 168,745 |
| CIP0335, CIP0337, | | | | | |
| 12/27/2024 CIP0338 | FQ2024 | LAND-0007 PM/CM Service Support for Office Consolidation | Jacobs | RFP | 1,352,407 |
| 12/30/2024 CIP0348 | FIRPG211113 | MOD 59 PICO 4652 - No Cost Extension (12/31/24 to 12/30/25) | W M Schlosser Co, Inc | Modificator | - |
| 12/31/2024 CIP0015 | FACCS222159 | Extending period of performance and adding funds for additional units | Model 1 | Modificator | 11,449,750 |