

APPROVED

FY2025-FY2030 Capital Improvement Program & 10-Year Plan



June 2024



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OVERVIEW

The Washington Metropolitan Area Transit Authority (Metro) \$2.3 billion FY2025 Capital Budget* and the \$11.1 billion total FY2025-2030 Capital Improvement Program* focuses Metro's capital investments on state of good repair and reliability of Metrorail, Metrobus, and MetroAccess assets. The Capital Improvement Program is constrained and acknowledges limited capital funding capacity due to exhaustion of dedicated funding to service already issued debt which precludes the issuance of new debt by the end of FY2028.

Highlights of the budget include:

- Continued investment in State of Good Repair
- Replacement of Northern & Bladensburg Bus Divisions and facility investments to run electric vehicles
- Lifecycle Replacement of Bus and Paratransit Vehicles
- Initial
- Continued planning for an advanced signaling system with platform screen doors and Blue, Orange, and Silver Rail Line Corridor Improvements

Additional information regarding WMATA's 10-Year Capital Needs can be found online at: www.wmata.com/initiatives/capital-improvement-program/

CAPITAL INVESTMENT STRATEGY

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

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

The Metro system is the result of substantial regional and federal infrastructure investment. Continued capital investment is vital to provide safe and efficient service to customers that depend on Metro. Through the Capital Improvement Program, Metro advances capital projects and programs to restore and sustain the system.

The foundation of the CIP is the organization's top priorities that include commitment to customers, safety, service reliability and financial responsibility. Metro has adopted a new strategic plan, #YourMetro, The Way Forward, that guides Metro and the Capital Improvement Program going forward.

Capital Strategy

Metro's Capital Strategy is to:

- Address state of good repair needs
- Invest in the system to modernize and provide safe, efficient, and reliable service for customers, employees, and the region
- Sustain safety and reliability through recurring maintenance, rehabilitation, and replacement programs
- Support a sustainable and more equitable future for the region

Metro's capital program focuses on providing safe and reliable service while maintaining the system in a state of good repair. After decades of deferred maintenance and underinvestment, Metro accumulated a significant backlog of overdue safety and state of good repair needs. Capital investments implemented over the last several years such as track rehabilitation, replacement of legacy vehicles and equipment, and the Platform Improvement Program have successfully reduced the backlog, improved performance and reliability and have started to address the impact of years of underinvestment. As a result, Metro is seeing a significant improvement in our performance, including a nearly 30% decline systemwide in escalator unit failures and decreases in smoke and fire events in the rail system. As a result of these improvements in performance, Metro is seeing increased rail satisfaction and stable bus satisfaction.

* Does not include debt service and revenue loss from capital projects

Capital Investment Priorities

Metro's strategy in this constrained resource environment is to:

- Address near-term essential state of good repair needs
- Continue ongoing contract commitments (projects that are underway)
- Address Washington Metrorail Safety Commission (WMSC) findings requiring capital investment
- Move forward with targeted investments to improve reliability and maintenance activities

Metro's typical planning cycle includes:

- Identification and submission of new investment needs for funding
- Annual and ongoing evaluation of capital needs against organizational constraints impacting ability to execute (i.e., maturity of project development, track access requirements, and other operational constraints)
- Alignment of investments with strategic organizational goals and restriction of six-year capital program to available funding envelope

The FY2025 – FY2030 Capital Improvement Program is the first six-year program in recent history where funding constraints will delay investments from starting, including new investments that address state of good repair. As a result, Metro must move away from a proactive asset replacement program toward a reactive maintenance strategy.

In response to limited funding capacity, Metro is acting now to reduce capital program costs and administrative related functions to reallocate future funding to advance additional state of good repair work for critical assets. This budget includes an initial cost reduction of \$25 million per year, and a total of \$150M in the six-year, in

program and project management costs. In parallel, efforts have begun to change and modernize standards to gain efficiency and reduce direct capital investment costs.

Supporting Metro's Goals

In February 2023, Metro's new Strategic Transformation Plan (STP), #YourMetro, The Way Forward [[click here](#)], was adopted. This plan provides a long-term strategy and directs Metro's day-to-day decision making over the next five-plus years. The plan established four goals:

- *Service Excellence:* Deliver safe, reliable, convenient, accessible, equitable, and enjoyable services for all customers
- *Talented Teams:* Attract, develop, and retain top talent where individuals feel valued, supported, and proud of their contributions
- *Regional Opportunity & Partnership:* Design transit service to serve more people and equitably connect a growing region
- *Sustainability:* Manage resources responsibly to achieve a sustainable operating, capital, and environmental model

Service Excellence

Metro customers rely on aging infrastructure and equipment that requires constant attention to remain in good working order and prevent major disruptions. Failures in any of these assets can jeopardize customer safety or reduce the system's reliability. Metro's Capital Improvement Program includes investments that support delivering safe, reliable, convenient, accessible, equitable, and enjoyable services for all customers, including investing in:

- Robust camera and monitoring systems to quickly identify and respond to incidents
- Escalator rehabilitations and replacements to ensure customer slips, trips, and falls are not due to asset failures
- Cybersecurity system upgrades to secure data, software and applications
- Automatic wayside inspection system to -series wheelsets to be inspected and verified more frequently
- Bus and rail vehicle overhauls and maintenance

- Train control rooms and signaling systems to prevent disruption and improve on-time performance, while exploring a new advanced signaling system with platform screen doors
- Traction power systems to improve operational performance by decreasing train speed restrictions
- Body-worn cameras for the police force to improve officer safety, increase evidence quality, and reinforce accountability

Talented Teams

The Capital Program will contribute to progress in talented teams by investing in projects to support this initiative, including:

- Employee training facility investments to address Metro's challenges with preparing our staff to provide operational and maintenance services to support the system

Regional Opportunity and Partnership

The Capital Program will contribute to progress in regional opportunity and partnership by investing in the following activities:

- Joint development opportunities across Metro's network
- Bus shelters and bus customer information
- Planning support for the District of Columbia, Maryland, and Virginia to explore potential future projects.
- Supporting design and construction efforts to integrate the Purple Line with the Metrorail system
- National Environmental Policy Act (NEPA) process for the Locally Preferred Alternative (LPA) for the Blue/Orange/Silver Corridor

Sustainability

Capital investments contribute to a more sustainable environment by reducing Metro's carbon footprint and constructing climate-resilient infrastructure. Metro plays a significant role in promoting a cleaner environment by reducing car usage and mitigating CO2 emissions. The following initiatives contribute to progress in sustainability:

- Transition of the bus fleet to zero-emission vehicles
- Energy-efficient railcar braking system pilot at two different locations
- Northern and Bladensburg bus garage replacements with capabilities to support electric fleets

Capital Program Performance

Metro's capital performance outcome measures program identifies and assesses the benefits and impacts of capital investments aligned with Metro's goals and objectives to effectively invest resources in specific capital investments.

State of Good Repair Investments

Significant progress has been made since FY2016 to address state of good repair needs. Metro reduced the state of good repair backlog from \$6.6 billion to \$4.1 billion, increasing customer satisfaction and ridership. Even with this notable effort, Metro has more work to do to continue that progress, in addition to maintaining focus on overdue state of good repair needs.

Metro's largest state of good repair needs include the signaling system and passenger facilities. Metro's signaling system operates with equipment components that are past their useful life. The capital strategy for the signaling system is to continue to fund near-term investments to bridge this critical system until funding can be acquired for replacement with a new advanced signaling system with platform screen doors. The six-year program only includes funding for planning and development to advance this \$9 billion investment.

Passenger facility needs continue to grow as many long-life assets begin to exceed their useful life; including station facility assets such as station power equipment, public address systems, and structural components routinely exposed to water. By the end of FY2030, Metro will have made progress in both signaling systems and passenger facility investments, but significant needs will remain in both asset categories. Additionally, Metro is predicting additional asset categories, such as non-revenue facility and structural rehabilitation state of good repair needs, to require significant investment by

FY2031 without capital resources to address them.

At the beginning of FY2025, the total estimated capital state of good repair need will reach \$5.0 billion, and the state of good repair backlog is estimated at \$4.1 billion. At the end of FY2030, the state of good repair backlog is estimated to hold steady at \$4.1 billion, demonstrating the continued commitment to use available capital resources to reinvest in the system.

However, funding constraints mean the state of good repair backlog is predicted to increase after FY2030. Long-term increases in the state of good repair backlog will cause Metro to move away from a proactive asset replacement strategy and risk increases in reliability and safety incidents.

Safety Investments

Metro's commitment to the region is to run safe service for customers and employees. As priority safety risks are identified, they are quickly mitigated to ensure the continued safety of customers and employees. These types of safety risks are addressed through changes to budgets (operating or capital) when necessary.

The Capital Program plans to make long-term investments to reduce the likelihood or prevent failures of assets and equipment that could potentially create a future safety risk. As articulated in the Strategic Transformation Plan and Metro's agency safety plan, there are key performance metrics to monitor Metro's safety progress. Capital investments that impact these metrics are identified through the capital planning process. Safety and security are key objectives of the Service Excellence goal. The capital project pages identify which initiatives meet the Service Excellence goal, which includes safety.

In addition, safety concerns that require long-term investments are also identified through Metro's safety committees and safety audit findings.

Financial Stewardship

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

- A structured process for capital planning, prioritization, and decision-making
- The capital program website and frequent progress updates
- Detailed and timely capital program financial reporting for funding partners
- Reduced capital program costs and administrative-related functions

CAPITAL PROGRAM HIGHLIGHTS

Capital Improvement Program Highlights

Metro's \$11.1 billion FY2025-FY2030 CIP and \$2.3 billion FY2025 Capital Budget focus capital investments on service reliability, safety, security, and state of good repair of MetroAccess, Metrobus, and Metrorail and the facilities, infrastructure, and systems that support our transit network. Highlights of priority Capital Improvement Program investments to restore, modernize, and sustain the system include:

Metrorail

- Rehabilitation of Bridges & Aerial Structures
- Tunnel Rehabilitation and Water Mitigation
- Rehabilitation of Train Control Equipment & Planning for an Advanced Signaling System with platform screen doors
- Rehabilitation & Upgrade of Rail Power Systems
- Rail Vehicle Scheduled Maintenance Program (SMP) Facility Improvements
- Replacement & Upgrade of Communications Systems – Including Radio Infrastructure & Equipment
- Track Rehabilitation & Maintenance
- Ventilation Improvements – Red Line Pilot
- Initial -Series Railcar Acquisition
- Railcar Rehabilitation & Maintenance
- Replacement & Rehabilitation of Elevators & Escalators
- Deployment of Mobile Fare Payment & Replacement of Faregates

Metrobus

- Bus Vehicle Replacement and Rehabilitation
- Replacement of Bus Divisions at Northern & Bladensburg and investments to enable them to run electric vehicles
- Zero-Emission Bus Program Deployment
- Bus Customer Facility Improvements – Bus Shelters and Customer Information Displays
- Roadway and Signal Improvements for Bus Priority (with jurisdictions)
- Replacement of Bus Fareboxes

MetroAccess

- Lifecycle Replacement of Paratransit Vehicles
- Paratransit Technology Scheduling System Replacement

Operations and Business Support

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

- Consolidated Office Building in Virginia
- Facility Roof Replacement
- Information Technology Hardware & Software Replacement, System Preservation
- Cybersecurity Improvements
- Asset Management Software Replacement
- Financial System Replacement

Metro's Capital Improvement Program is grouped into six major investment categories: Railcars and Railcar Facilities; Rail Systems; Track & Structures; Stations & Passenger Facilities; Bus, Bus Facilities & Paratransit; and Business & Operations Support. Detailed Capital Improvement Program project and program information begins on page 11 for the Capital Improvement Program and page 188 for the 10-Year Plan.

SIX-YEAR CAPITAL IMPROVEMENT PROGRAM BY INVESTMENT CATEGORY

| Capital Investment Categories (\$M) | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | Six-Year Total |
|---|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|
| Railcar & Railcar Facilities | \$453 | \$586 | \$471 | \$510 | \$368 | \$470 | \$2,857 |
| Rail Systems | \$387 | \$357 | \$391 | \$217 | \$137 | \$95 | \$1,583 |
| Track & Structure Rehabilitation | \$299 | \$299 | \$261 | \$265 | \$203 | \$175 | \$1,502 |
| Stations & Passenger Facilities | \$374 | \$359 | \$272 | \$136 | \$93 | \$87 | \$1,320 |
| Bus, Bus Facilities & Paratransit | \$495 | \$475 | \$475 | \$384 | \$264 | \$272 | \$2,365 |
| Business & Operations Support | \$312 | \$282 | \$303 | \$250 | \$165 | \$152 | \$1,463 |
| Total Capital Investments | \$2,319 | \$2,357 | \$2,173 | \$1,761 | \$1,230 | \$1,250 | \$11,090 |
| Revenue Loss from Capital Projects | \$10 | \$10 | \$10 | \$10 | \$10 | \$10 | \$60 |
| Debt Service - Dedicated Funding ¹ | \$237 | \$311 | \$371 | \$409 | \$409 | \$409 | \$2,146 |
| Total Capital Program Cost² | \$2,567 | \$2,678 | \$2,554 | \$2,180 | \$1,649 | \$1,669 | \$13,296 |

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

² Totals may not sum due to independent rounding

CAPITAL PROGRAM DEVELOPMENT

Capital Planning and Program Development

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

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

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

For significant new and emerging needs, Metro applies a structured approach to develop and evaluate potential major capital investments.

This approach includes:

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

Metro's Capital Improvement Program and 10-Year Capital Plan rely on the best available information at the time of development and are updated annually.

Annual Capital Expenditure Budget

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

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

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

The Metro Board of Directors has delegated authority to the General Manager/Chief Executive Officer to move capital budget and funding between programs, projects, and investment categories to adjust for changed schedules and to address emergency or unanticipated needs.

Annual Schedule

Metro's 10-year Capital Plan, Six-Year Capital Improvement Program, and Capital Budget are formally updated annually through the budget process. The process begins each spring and summer with the development of a preliminary proposal for Metro's Senior Executive Team's consideration. The General Manager/Chief Executive Officer then presents the Capital Improvement Program to the Board of Directors in the fall/winter of each year.

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

CAPITAL PROGRAM FUNDING SOURCES

Metro's Capital Improvement Program is primarily funded by contributions from the region and federal grant programs. Current regional and federal funding sources are for restoring and sustaining safety, security, reliability, and state of good repair. The value of Metro's capital funding has eroded over time and Metro is approaching the end of its debt issuance capacity to support the capital program, limiting available resources for the capital program. The table on page 9 details the FY2025 funding plan and six-year funding outlook.

Federal Grant Programs

Metro receives federal formula grant funding from the Federal Transit Administration (FTA) through 49 U.S.C. 5307 Urbanized Area Formula grants, 49 U.S.C. 5337 State of Good Repair grants, and 49 U.S.C. 5339 Bus and Bus Facilities grants. Metro also competes for federal discretionary grant programs for specific investments. Metro expects to receive about \$621 million in FTA grants for Metro FY2025 and the six-year program assumes continued FTA funding, adjusted for inflation.

Passenger Rail Investment and Improvement Act (PRIIA) Funding

PRIIA funding provides annual funding in federal grants for WMATA's Capital Improvement Program which is matched with funding from Maryland, the District of Columbia, and Virginia for Metro's safety and state of good repair capital program. These grants are subject to a 1% holdback for FTA administration.

The proposed FY2025 Capital Budget assumes \$144 million of federal PRIIA funding matched by funding from the region. The six-year program assumes federal PRIIA funding through FY2030, as PRIIA has been reauthorized through that period and beyond. Metro's capacity to support state of good repair programs is dependent on

continued Federal and State support of this program.

Dedicated Capital Funding

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

Metro is leveraging dedicated funding in the capital markets, issuing bonds to fund the capital program. The FY2025 budget assumes approximately \$963 million of dedicated funding-backed debt. Over the next few years, as Metro issues debt to address overdue and ongoing

million of dedicated funding will be committed to servicing already issued debt, reducing funding capacity for future capital needs, and driving a need for new capital funding sources. Metro anticipates reaching the debt service limit in FY2028, impacting the ability to issue new debt and further restricting Metro's capital program.

Jurisdictional Contributions

Maryland, the District of Columbia, and the local governments in Northern Virginia provide annual capital funding in the form of allocated capital contributions. These contributions provide the required local match to federal formula, competitive and other grants and system performance funding. Allocated contributions are governed by the Capital Funding Agreement (CFA) for FY2022 to FY2027. Proposed FY2025 allocated contributions total \$951 million. The six-year program assumes a total of \$5.85 billion.

Jurisdictional Sponsored Projects

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

FINANCIAL PLAN - ALLOCATION OF STATE AND LOCAL CONTRIBUTIONS

| | | FY2025 | FY2026 | FY2027 | FY2028 | FY2029 | FY2030 | 6-Year |
|---|--|------------------|------------------|------------------|------------------|------------------|-------------------|------------------|
| <i>(Dollars in Millions)</i> | | Budget | Plan | Plan | Plan | Plan | Pla | Total |
| FEDERAL | Federal Formula Programs | \$470.0 | \$481.2 | \$490.8 | \$500.6 | \$510.6 | \$520.8 | \$2,974.0 |
| | Federal RSI/PRIIA | 143.5 | 143.5 | 143.5 | 143.5 | 143.5 | 143.5 | 861.0 |
| | Other Federal Grants | 6.6 | 24.3 | 45.4 | 47.0 | 2.2 | 2.3 | 127.9 |
| | Total - Federal Grants | \$620.1 | \$649.0 | \$679.7 | \$691.1 | \$656.4 | \$666.6 | \$3,962.8 |
| STATE AND LOCAL FUNDING CONTRIBUTIONS | FORMULA MATCH & SYSTEM PERFORMANCE | \$109.4 | \$112.6 | \$116.0 | \$119.5 | \$123.1 | \$126.8 | \$707.4 |
| | RSI/PRIIA | 49.5 | 49.5 | 49.5 | 49.5 | 49.5 | 49.5 | 297.0 |
| | Dedicated Funding | 178.5 | 178.5 | 178.5 | 178.5 | 178.5 | 178.5 | 1,071.0 |
| | Subtotal - District of Columbia | \$337.4 | \$340.6 | \$344.0 | \$347.5 | \$351.1 | \$354.8 | \$2,075.4 |
| | Montgomery County | 50.5 | 52.0 | 53.6 | 55.2 | 56.8 | 58.5 | 326.5 |
| | Prince George's County | 52.1 | 53.6 | 55.2 | 56.9 | 58.6 | 60.3 | 336.7 |
| | Maryland RSI/PRIIA | 49.5 | 49.5 | 49.5 | 49.5 | 49.5 | 49.5 | 297.0 |
| | Maryland Dedicated Funding | 167.0 | 167.0 | 167.0 | 167.0 | 167.0 | 167.0 | 1,002.0 |
| | Subtotal - Maryland | \$319.0 | \$322.1 | \$325.3 | \$328.5 | \$331.9 | \$335.4 | \$1,962.2 |
| | City of Alexandria | 13.8 | 14.2 | 14.6 | 15.0 | 15.5 | 15.9 | 89.0 |
| | Arlington County | 24.8 | 25.5 | 26.3 | 27.1 | 27.9 | 28.7 | 160.3 |
| | City of Fairfax | 0.8 | 0.8 | 0.8 | 0.8 | 0.9 | 0.9 | 5.0 |
| | Fairfax County | 44.1 | 45.5 | 46.8 | 48.2 | 49.7 | 51.2 | 285.6 |
| | City of Falls Church | 0.9 | 0.9 | 0.9 | 0.9 | 1.0 | 1.0 | 5.5 |
| | Loudoun County | 5.9 | 6.0 | 6.2 | 6.4 | 6.6 | 6.8 | 37.8 |
| | Virginia RSI/PRIIA | 49.5 | 49.5 | 49.5 | 49.5 | 49.5 | 49.5 | 297.0 |
| | Virginia Dedicated Funding - Unrestricted | 122.9 | 122.9 | 122.9 | 122.9 | 122.9 | 122.9 | 737.3 |
| | Virginia Dedicated Funding - Restricted | 31.6 | 31.6 | 31.6 | 31.6 | 31.6 | 31.6 | 189.7 |
| | Congestion Mitigation and Air Quality (CMAQ) | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 4.1 |
| | Subtotal - Virginia | \$294.8 | \$297.6 | \$300.3 | \$303.2 | \$306.2 | \$309.2 | |
| | Jurisdiction Planning Projects | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 18.0 |
| Other Reimbursable Projects | 29.3 | 18.2 | 37.7 | 2.6 | - | - | 87.7 | |
| Subtotal - Jurisdictional Reimbursable | \$32.3 | \$21.2 | \$40.7 | \$5.6 | \$3.0 | \$3.0 | \$105.7 | |
| Total - State and Local | \$983.5 | \$981.5 | \$1,010.3 | \$984.8 | \$992.2 | \$1,002.4 | \$5,954.7 | |
| Debt | \$963.0 | \$1,047.8 | \$863.9 | \$503.8 | - | - | \$3,378.5 | |
| Grand Total Funding^{1,2} | \$2,566.6 | \$2,678.2 | \$2,553.9 | \$2,179.8 | \$1,648.5 | \$1,668.9 | \$13,296.0 | |

1. Total funding requirement includes capital program expenditures, debt service, and estimated revenue loss from major shutdowns
2. Totals may not sum due to independent rounding

10-YEAR CAPITAL PLAN

Long-Term Capital Planning

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

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

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

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

Major Capital Needs and Potential Future Investments

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

New Advanced Signal System with Platform Screen Doors – Metro's train control signal system is over 40 years old, obsolete, and unreliable and the replacement and upgrade of this vital system is among Metro's highest safety and state of good repair priorities. The addition of platform screen doors to this system will enable a greater level of train automation, better passenger loading and offloading, and better customer safety. The replacement of the existing system will be complex, expensive, and lengthy. Metro is currently working to identify and plan for the implementation of new signal system technology with platform screen doors.

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

Station and Tunnel Emergency Egress Upgrades and Fire Suppression Replacement – Metro must repair and replace critical emergency infrastructure in both stations and tunnels, including standpipes, which serve as the delivery system for water and are the only source of fire suppression available in some locations.

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

Water Mitigation – Metro has dealt with water infiltration in its underground structures since the system was constructed. The results of water intrusion have negatively impacted rail operations and caused damage that has led to incidents impacting our customers. Metro is working on a pilot to mitigate leaks in tunnels in the areas of greatest risk. If the pilot is successful, Metro will evaluate additional priority locations to help deter water infiltration in the system. Additionally, Metro is examining a full suite of actions to manage water mitigation throughout the rail system. A detailed listing of initiatives and potential future investments in Metro's 10-Year Capital Plan begins on page 186.

CAPITAL IMPROVEMENT PROGRAM INVESTMENT PAGES

Metro's Capital Improvement Program investments are presented in one-page Capital Improvement Program investment summaries. Metro has identified \$150 million in administrative six-year savings that has been allocated.

How to Read Investment Pages

1 **Investment Title & Overview**

Title Each investment has a title and number.

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

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

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

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

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

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

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

3 **Expected Performance Outcome** describes how the investment benefits customers, operations, and/or employees; performance indicators are also included where applicable. Expected and actual performance

outcomes for specific investments are identified with the green icon shown to the right. Performance metrics are based on Metro's current FY25 targets. These will be updated each year until the project is implemented. Details can be found in the Capital Investment Performance Outcome Measures Section.



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

5 **Anticipated Funding Source** indicates how Metro currently expects to fund an investment in FY2025. Anticipated funding sources are subject to change.

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

7 **Strategic Goals** highlight the goals that are measurable and most closely align with the expected outcome of the investment, including Service Excellence, Talented Teams, Regional Opportunity and Partnership, and Sustainability.

8 **Cost** displays the estimated cost of the investment. The estimated cost of **Programs** shows forecasted investment for the current year, upcoming six-year period, and 10-Year Plan. The estimated cost of **Projects** displays life-to-date costs and forecasted investment for the current year, upcoming six-year period, 10-Year Plan, and beyond. **Projects** also include an estimate of the total cost of the project, labeled "**Total Estimated Investment.**"

The list on page 13 groups Projects and Programs by investment category. The investment pages beginning on page 17 are in sequential numerical order.

How to Read a Capital Improvement Program Investment Page

8000-Series Railcars (CIP0059)

- 1 **Initiative Type:** Project
- 1 **Category:** Railcar and Railcar Facilities
- 1 **Location:** Systemwide
- Mode:** Rail
- Program:** Acquisition
- Federal Participation (all years):** No

Description

- 2 This project acquires up to 800 new 8000-series railcars. The initial delivery of 360 vehicles will replace the legacy fleet railcars.



3 Expected Performance Outcome

Maintaining fleet in a state of good repair for safety and reliability. Meets or exceeds the Rail Fleet Reliability performance target of ≥25,000 miles between failure for 8000-series railcars (example based on Metro's FY24 target) once fully implemented. New railcars provide improved customer features.

7 Metro's Goals



4 Near Term Deliverables

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

8 Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|------------------|
| Expenditure Life to Date (up to FY24) | \$77.9 |
| FY24 Forecast | \$53.3 |
| Planned Investments | (\$M) |
| FY25 | \$58.4 |
| FY26 | \$183.4 |
| FY27 | \$176.0 |
| FY28 | \$227.3 |
| FY29 | \$140.0 |
| FY30 | \$215.0 |
| 6-Year Total (FY25-FY30) | \$1,000.0 |
| 10-Year Total (FY25-FY34) | \$1,890.5 |
| Beyond FY34 | \$139.6 |
| Total Estimated Investment | \$2,161.3 |

5 Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$1.0 |
| Reimbursable | \$0.0 |
| Debt | \$57.4 |

| 6 Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | | | | | | | | | | | |
| Implementation and Construction | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | | |
| Operations Activation | | | | ✓ | ✓ | ✓ | ✓ | ✓ | | | |










Capital Improvement Program Investment Pages
















Project included in initial assessment of Capital Performance Outcome Measures – See **Capital Investment Performance Outcome Measures** section.

| Project/Project # | Project Name | |
|--|---|--|
| Bus, Bus Facilities & Paratransit | | |
| Acquisition | | |
| CIP0006 | Bus Fleet Acquisition Program | |
| CIP0015 | MetroAccess Fleet Acquisition | |
| CIP0355 | Zero Emission Bus Acquisition and Evaluation | |
| Maintenance Facilities | | |
| CIP0311 | Bladensburg Bus Garage Replacement | |
| CIP0315 | Northern Bus Garage Replacement | |
| CIP0376 | Western Bus Garage Replacement | |
| CIP0383 | Cinderbed Electric Bus Garage | |
| Maintenance/Overhaul | | |
| CIP0002 | Bus Onboard Location Equipment and Software Program | |
| CIP0004 | Bus Maintenance Facility and Equipment State of Good Repair Program | |
| CIP0005 | Bus Vehicle Rehabilitation Program | |
| CIP0143 | Bus Vehicle Preventive Maintenance | |
| CIP8024 | Future Bus Maint/Overhaul Proj | |
| Passenger Facilities/Systems | | |
| CIP0220 | Bus Planning Studies Program | |
| CIP0221 | Bus Customer Facility Improvements | |
| CIP0254 | Bus Priority Program Development | |
| CIP0275 | New Carrollton Garage and Bus Bays | |
| Business & Operations Support | | |
| IT | | |
| CIP0043 | Bus and Rail Scheduling and Operations Software Improvements | |
| CIP0056 | Rail Service Management Software Improvements | |
| CIP0269 | Asset Management Software | |
| CIP0330 | Information Technology Data Center | |
| CIP0331 | Enterprise Resource Planning Software Replacement | |
| CIP0342 | Information Technology Hardware State of Good Repair | |
| CIP0357 | Cybersecurity Legacy Software Improvements | |
| CIP0358 | Business Systems State of Good Repair | |

| Project/Project # | Project Name | |
|-----------------------------------|--|---|
| CIP0359 | Enterprise Technology Platforms State of Good Repair | |
| CIP0360 | Transit Systems State of Good Repair | |
| CIP0361 | Service Oriented Architecture (SOA) Program | |
| CIP0382 | Content Management System Upgrade | |
| CIP0384 | Information Technology Investments | |
| CIP8029 | D&E Information Technology Improvements | |
| CIP8030 | Future Information Technology Projects | |
| MTPD | | |
| CIP0127 | Transit Police Support Equipment | |
| Support Equipment/Services | | |
| CIP0009 | Service Vehicle Acquisition Program | |
| CIP0010 | Environmental Compliance Program | |
| CIP0036 | Procurement Program Support | |
| CIP0039 | System Planning and Development | |
| CIP0099 | Joint Development Program Support | |
| CIP0101 | Internal Compliance Capital Management Support | |
| CIP0131 | Capital Program Financing Support | |
| CIP0150 | Support Facility Fire System Rehabilitation | |
| CIP0170 | Facility Roof Rehabilitation and Replacement | |
| CIP0197 | Support Facility Improvements | |
| CIP0212 | Sustainability/Resiliency Program | |
| CIP0213 | Capital Program Development Support | |
| CIP0270 | Capital Delivery Program Support | |
| CIP0273 | Support Facility Rehabilitation | |
| CIP0277 | Supply Chain Modernization | |
| CIP0324 | Capital Program Financial Support | |
| CIP0335 | Office Consolidation - District of Columbia |  |
| CIP0337 | Office Consolidation - Virginia |  |
| CIP0338 | Office Consolidation - Maryland |  |
| CIP0339 | Rail Station Emergency Egress Improvements | |
| CIP0347 | Accounting Capital Program Support | |
| CIP0371 | West Falls Church Development | |
| CIP8034 | Future Support Equipment Projects | |
| CRB0005 | Planning Support for the District of Columbia | |
| CRB0009 | Planning Support for Maryland Jurisdictions | |
| CRB0018 | Planning Support for Virginia Jurisdictions | |

| Project/Project # | Project Name | |
|--|--|---|
| Rail Systems | | |
| Power | | |
| CIP0076 | Rail System Power Upgrades | |
| CIP0253 | Traction Power State of Good Repair |  |
| CIP0286 | Power Generator Replacement | |
| Signals & Communications | | |
| CIP0136 | Radio Infrastructure Replacement |  |
| CIP0251 | Automatic Train Control State of Good Repair |  |
| CIP0332 | Fiber Optic Cable Installation |  |
| CIP0380 | Advanced Signaling System with Platform Screen Doors | |
| Railcar and Railcar Facilities | | |
| Acquisition | | |
| CIP0059 | -Series Railcars |  |
| CIP0256 | -Series Railcars |  |
| CRB0019_19 | Silver Line Phase 1 Railcars | |
| CRB0020_01 | Silver Line Phase 2 Railcars | |
| Maintenance Facilities | | |
| CIP0279 | Railyard Shop Equipment Replacement | |
| CIP0283 | Railcar Maintenance Facilities State of Good Repair | |
| CIP0284 | Railyard Facility and Site Rehabilitation | |
| Maintenance/Overhaul | | |
| CIP0063 | Rail Vehicle Scheduled Maintenance Program |  |
| CIP0067 | Rail Vehicle Safety & Reliability Improvements | |
| CIP0142 | Rail Vehicle Preventive Maintenance |  |
| Stations and Passenger Facilities | | |
| Platforms & Structures | | |
| CIP0035 | Bicycle and Pedestrian Facility Rehabilitation | |
| CIP0087 | Station and Facility Restoration Program | |
| CIP0088 | Station Entrance Canopy Installation | |
| CIP0152 | Parking Garage and Surface Lot Rehabilitation | |
| CIP0218 | Metrorail Station Improvements | |
| CIP0243 | L'Enfant Station Improvements | |
| CIP0297 | Union Station Improvements | |
| CIP0305 | Rail Passenger Facility State of Good Repair Program | |
| CIP0310 | Station Platform Rehabilitation - Phase 4 |  |
| CIP0379 | Silver Line Phase 2 Defects Remediation | |
| CIP8016 | Future Platforms & Structures | |

| Project/Project # | Project Name | |
|--|--|---|
| CRB0127 | Purple Line Construction Support | |
| CRB0137 | Crystal City Metrorail Station New Entrance | |
| Station Systems | | |
| CIP0145 | Facility Security Monitoring Equipment Program |  |
| CIP0151 | Rail Station Cooling Rehabilitation Program | |
| CIP0219 | Rail Station Lighting Improvements |  |
| CIP0241 | Flood Resiliency Infrastructure Upgrades | |
| CIP0242 | Rail System Drainage Rehabilitation Program | |
| CIP0252 | Low Voltage Power State of Good Repair |  |
| CIP0255 | Fare Collection Modernization |  |
| CIP0258 | Station and Tunnel Fire Alarm Rehabilitation | |
| CIP0272 | Digital Display and Wayfinding Improvements | |
| CIP0276 | Passenger Information Guidelines and Art in Transit | |
| CIP0341 | Rail System Standpipe Replacement Program | |
| CIP0374 | Infrastructure Improvements Solar Power Installation |  |
| CIP0386 | Enterprise Video Operations Program | |
| Vertical Transportation | | |
| CIP0072 | Elevator Rehabilitation Program |  |
| CIP0073 | Escalator Rehabilitation Program |  |
| CIP0132 | Escalator and Elevator Overhaul Program | |
| CIP0185 | Escalator Replacement |  |
| Track and Structures Rehabilitation | | |
| Fixed Rail | | |
| CIP0024 | Track Rehabilitation Program |  |
| CIP0025 | Roadway Equipment and Vehicle Program |  |
| CIP0246 | General Engineering | |
| CIP0247 | Emergency Construction and Emerging Needs Program | |
| CIP8011 | D&E Fixed Rail Improvements | |
| Structures | | |
| CIP0262 | Tunnel Water Leak Mitigation |  |
| CIP0294 | Bridge Rehabilitation Program | |
| CIP0348 | Aerial Structure Rehabilitation A |  |
| CIP0349 | Yellow Line Tunnel and Bridge Rehabilitation |  |
| CIP0356 | Tunnel Ventilation Improvements - Red Line Pilot | |
| CIP0370 | Aerial Structure Rehabilitation B | |
| CIP0375 | Shaft Structural Rehabilitation - 7 Shafts | |
| CIP8013 | D&E Track Structures Improvements | |

Bus Onboard Location Equipment and Software Program (CIP0002)

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

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

Description

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



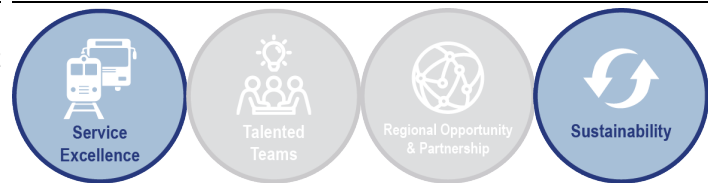
Expected Performance Outcome

Onboard diagnostics alert fleet maintenance personnel of defects and failures, increasing fleet availability and reliability. Reliable GPS and route mapping improve revenue service efficiency. Buses can communicate with Transit Signal Prioritization equipment along service routes.

Near Term Deliverables

Metro will continue replacement of equipment with new investments in software systems and onboard ancillary equipment.

Metro's Goals



Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRII/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$6.9 |

Cost (\$M)

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$11.8 |
| Planned Investments | (\$M) |
| FY25 | \$6.9 |
| FY26 | \$7.0 |
| FY27 | \$8.2 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$22.1 |
| 10-Year Total (FY25-FY34) | \$22.1 |
| Beyond FY34 | \$0.0 |

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

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

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

Description

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



Expected Performance Outcome

Maximizes the efficiency of bus maintenance operations to support improved fleet availability as measured by the Bus Fleet Reliability performance target of ≥8,000 miles between failure (example based on Metro's FY24 target).

Metro's Goals



Near Term Deliverables

Scheduled replacement of bus maintenance equipment including forklifts, toolbox kits, bus diagnostic equipment, and mechanic training equipment.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$3.3 |

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$5.9 |
| Planned Investments | (\$M) |
| FY25 | \$3.3 |
| FY26 | \$2.5 |
| FY27 | \$2.5 |
| FY28 | \$2.5 |
| FY29 | \$2.5 |
| FY30 | \$2.5 |
| 6-Year Total (FY25-FY30) | \$15.8 |
| 10-Year Total (FY25-FY34) | \$96.9 |
| Beyond FY34 | \$1.9 |

Bus Vehicle Rehabilitation Program (CIP0005)

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

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

Description

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



Expected Performance Outcome

Allows Metro to achieve the maximum useful life of a bus, which extends the period between bus replacements while minimizing routine maintenance costs. Also, maintains bus reliability and addresses reliable revenue service availability as measured by the Bus Fleet Reliability performance target of ≥8,000 miles between failure (example based on Metro's FY24 target).

Metro's Goals



Near Term Deliverables

Metro will perform an annual scheduled overhaul of approximately 100 buses, 120 engines, 150 transmission assemblies, and 33 energy storage systems. Various other components will be rebuilt to include axles, HVAC units, pro-heat units, and steering boxes.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$61.4 |
| PRII/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$4.4 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$65.7 |
| Planned Investments | (\$M) |
| FY25 | \$65.8 |
| FY26 | \$68.6 |
| FY27 | \$70.2 |
| FY28 | \$57.9 |
| FY29 | \$59.7 |
| FY30 | \$61.5 |
| 6-Year Total (FY25-FY30) | \$383.7 |
| 10-Year Total (FY25-FY34) | \$648.6 |
| Beyond FY34 | \$0.0 |

Bus Fleet Acquisition Program (CIP0006)

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

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

Description

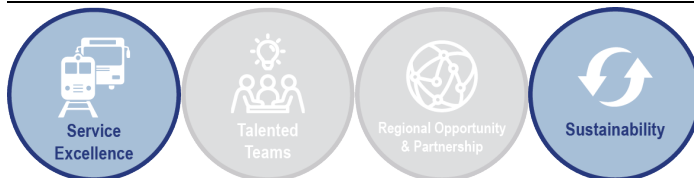
This program acquires and replaces standard 30-foot, 40-foot, and articulated buses consistent with the Metrobus Fleet Management Plan. Metro continues to advance the purchase and deployment of electric buses; estimated incremental capital costs are included in this program. The program also includes bus maintenance training and the purchase of spare parts.



Expected Performance Outcome

Provides customers with reliable and modern buses as measured by the Bus Fleet Reliability performance target of $\geq 8,000$ miles between failure (example based on Metro's FY24 target). Maintains an average fleet age of approximately 7.5 years.

Metro's Goals



Near Term Deliverables

Metro will advance the scheduled acquisition of approximately 100 buses. In FY2025, Metro plans to acquire approximately 75 40-foot hybrid buses and approximately 25 40-foot Battery Electric Buses (BEB).

Cost (\$M)

| Investments | (\$M) |
|---------------------------|-----------|
| FY24 Forecast | \$102.8 |
| Planned Investments | (\$M) |
| FY25 | \$116.5 |
| FY26 | \$115.4 |
| FY27 | \$144.0 |
| FY28 | \$175.0 |
| FY29 | \$140.0 |
| FY30 | \$160.0 |
| 6-Year Total (FY25-FY30) | \$850.9 |
| 10-Year Total (FY25-FY34) | \$1,490.9 |
| Beyond FY34 | \$219.6 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|---------|
| Federal Grants | \$104.9 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$11.6 |

Service Vehicle Acquisition Program (CIP0009)

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

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

Description

This program acquires service and maintenance support vehicles, including police vehicles, primarily to replace vehicles that are past their useful life. Metro will be transitioning to zero-emission vehicles and plans to reduce the number of vehicles in the fleet.



Expected Performance Outcome

Optimizes Metro's service vehicle fleet utilization and supports the optimal size. Maintains it in a state of good repair. This program acquires service, police, and maintenance support vehicles.

Metro's Goals



Near Term Deliverables

Metro will replace approximately 200 service vehicles.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$14.6 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$4.7 |
| Planned Investments | (\$M) |
| FY25 | \$14.6 |
| FY26 | \$10.7 |
| FY27 | \$11.5 |
| FY28 | \$14.0 |
| FY29 | \$13.7 |
| FY30 | \$16.0 |
| 6-Year Total (FY25-FY30) | \$80.5 |
| 10-Year Total (FY25-FY34) | \$152.0 |
| Beyond FY34 | \$18.5 |

Environmental Compliance Program (CIP0010)

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

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

Description

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



Expected Performance Outcome

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

Metro's Goals



Near Term Deliverables

Metro will advance underground storage tank replacement (including at multiple maintenance facilities); make modifications at track fueling areas within Alexandria and Shady Grove Railyards to comply with environmental regulations; replace the parking lot at 3421 Pennsy Drive to build infrastructure for stormwater runoff, pretreatment, and connection to storm sewer systems; and evaluate repairs to the Twinbrook Metrorail Station stormwater detention system.

Cost (\$M)

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$9.1 |
| Planned Investments | (\$M) |
| FY25 | \$15.8 |
| FY26 | \$10.1 |
| FY27 | \$8.9 |
| FY28 | \$3.8 |
| FY29 | \$2.0 |
| FY30 | \$2.0 |
| 6-Year Total (FY25-FY30) | \$42.5 |
| 10-Year Total (FY25-FY34) | \$87.4 |
| Beyond FY34 | \$3.3 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$15.8 |

MetroAccess Fleet Acquisition (CIP0015)

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

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

Description

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



Expected Performance Outcome

Prevents future reliability problems within the fleet as measured by the MetroAccess fleet reliability performance target of $\geq 22,000$ miles between failure (example based on Metro's FY24 target). Newer vehicles also incorporate updated ADA standards, customer feedback on improvements and improved fuel efficiency.

Metro's Goals



Near Term Deliverables

Metro will purchase approximately 254 vehicles in FY25. Metro will monitor and evaluate the performance of these vehicles to inform future decisions on the appropriate mix of vans, sedans, and next-generation vans.

Cost (\$M)

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$17.0 |
| Planned Investments | (\$M) |
| FY25 | \$29.9 |
| FY26 | \$15.8 |
| FY27 | \$15.8 |
| FY28 | \$16.3 |
| FY29 | \$16.8 |
| FY30 | \$17.3 |
| 6-Year Total (FY25-FY30) | \$112.0 |
| 10-Year Total (FY25-FY34) | \$186.6 |
| Beyond FY34 | \$0.0 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$29.9 |
| PRII/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

Track Rehabilitation Program (CIP0024)

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

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

Description

This program replaces, rehabilitates and provides preventative maintenance to rail systems in an effort to maintain a state of good repair. This includes rail replacement, stray current mitigation, track bed cleaning, drain rodding, vegetation controls, and other activities.



Expected Performance Outcome

Maintains track infrastructure in a state of good repair to prevent potential safety incidents and minimize disruptions to service as measured by the Rail Infrastructure performance target of $\leq 3.0\%$ of track unavailable (example based on Metro's FY24 target).

Metro's Goals



Near Term Deliverables

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

Cost (\$M)

| Investments | (\$M) |
|---------------------------|-----------|
| FY24 Forecast | \$116.3 |
| Planned Investments | (\$M) |
| FY25 | \$111.8 |
| FY26 | \$105.7 |
| FY27 | \$108.8 |
| FY28 | \$111.8 |
| FY29 | \$115.1 |
| FY30 | \$118.6 |
| 6-Year Total (FY25-FY30)* | \$671.8 |
| 10-Year Total (FY25-FY34) | \$1,217.0 |
| Beyond FY34 | \$50.4 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$25.6 |
| PRIIA/RSI Grants | \$72.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$14.2 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

*The six-year costs for this investment were reduced to bring down Metro's administrative costs.

Roadway Equipment and Vehicle Program (CIP0025)

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

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

Description

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



Expected Performance Outcome

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

Metro's Goals



Near Term Deliverables

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

Cost (\$M)

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$10.1 |
| Planned Investments | (\$M) |
| FY25 | \$23.8 |
| FY26 | \$43.8 |
| FY27 | \$36.5 |
| FY28 | \$9.5 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$113.7 |
| 10-Year Total (FY25-FY34) | \$123.8 |
| Beyond FY34 | \$79.0 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRII/RSI Grants | \$8.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$15.8 |

Bicycle and Pedestrian Facility Rehabilitation (CIP0035)

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

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

Description

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



Expected Performance Outcome

Improves the safety and security of customers through updated pedestrian access routes and bicycle storage facilities. Supports the region's goals of reducing vehicle use by providing additional and updated options to access Metrorail facilities by foot or bicycle.

Metro's Goals



Near Term Deliverables

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

Cost (\$M)

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$1.8 |
| Planned Investments | (\$M) |
| FY25 | \$2.4 |
| FY26 | \$3.0 |
| FY27 | \$0.3 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$5.7 |
| 10-Year Total (FY25-FY34) | \$19.1 |
| Beyond FY34 | \$0.6 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$2.4 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

Procurement Program Support (CIP0036)

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

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

Description

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



Expected Performance Outcome

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

Metro's Goals



Near Term Deliverables

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

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$13.3 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$12.9 |
| Planned Investments | (\$M) |
| FY25 | \$13.3 |
| FY26 | \$12.2 |
| FY27 | \$11.0 |
| FY28 | \$10.0 |
| FY29 | \$9.1 |
| FY30 | \$8.2 |
| 6-Year Total (FY25-FY30) | \$63.8 |
| 10-Year Total (FY25-FY34) | \$99.2 |
| Beyond FY34 | \$0.0 |

System Planning and Development (CIP0039)

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

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

Description

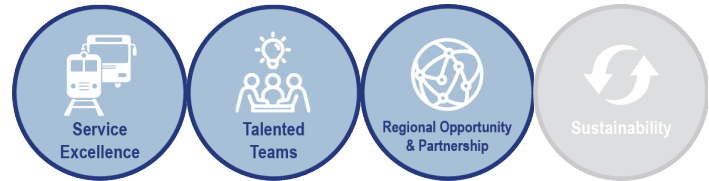
This program conducts near-term and long-range planning studies and produces plans for station improvements that improve pedestrian flow, travel time, customer experience, vertical transportation, bus and rail operations, and station access.



Expected Performance Outcome

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

Metro's Goals



Near Term Deliverables

Metro will advance the planning, development, and review of potential improvements systemwide, including completing and implementing the Better Bus Network Redesign planning and implementation efforts.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$4.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$5.2 |
| Planned Investments | (\$M) |
| FY25 | \$4.0 |
| FY26 | \$10.7 |
| FY27 | \$14.1 |
| FY28 | \$9.5 |
| FY29 | \$3.6 |
| FY30 | \$3.6 |
| 6-Year Total (FY25-FY30) | \$45.4 |
| 10-Year Total (FY25-FY34) | \$67.7 |
| Beyond FY34 | \$0.0 |

Bus and Rail Scheduling and Operations Software Improvements (CIP0043)

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

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

Description

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



Expected Performance Outcome

Increase revenue opportunities by efficiently scheduling services to meet customer needs.

Metro's Goals



Near Term Deliverables

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

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|---------------|
| Expenditure Life to Date (up to FY24) | \$5.8 |
| FY24 Forecast | \$3.0 |
| Planned Investments | (\$M) |
| FY25 | \$6.6 |
| FY26 | \$3.8 |
| FY27 | \$0.0 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$10.4 |
| 10-Year Total (FY25-FY34) | \$16.4 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$25.2 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$6.6 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | | | | | | | | | | | |
| Implementation and Construction | | ✓ | ✓ | | | | | | | | |
| Operations Activation | ✓ | ✓ | ✓ | | | | | | | | |

Rail Service Management Software Improvements (CIP0056)

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

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

Description

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



Expected Performance Outcome

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

Metro's Goals



Near Term Deliverables

Metro will advance the upgrade and improvement of communications to Passenger Information Displays (PIDs) to include integration of new displays being installed systemwide.

Cost (\$M)

| Investments | (\$M) |
|---------------------------|-------|
| FY24 Forecast | \$0.8 |
| Planned Investments | (\$M) |
| FY25 | \$0.9 |
| FY26 | \$0.0 |
| FY27 | \$0.0 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$0.9 |
| 10-Year Total (FY25-FY34) | \$0.9 |
| Beyond FY34 | \$0.0 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.9 |

8000-Series Railcars (CIP0059)

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

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

Description

This project acquires up to 800 new 8000-series railcars. The initial delivery of 360 vehicles will replace the legacy fleet railcars.



Expected Performance Outcome

Maintaining fleet in a state of good repair for safety and reliability. Meets or exceeds the Rail Fleet Reliability performance target of ≥25,000 miles between failure for 8000-series railcars (example based on Metro's FY24 target) once fully implemented. New railcars provide improved customer features.

Near Term Deliverables

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

Metro's Goals



Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|-----------|
| Expenditure Life to Date (up to FY24) | \$77.9 |
| FY24 Forecast | \$53.3 |
| Planned Investments | (\$M) |
| FY25 | \$58.4 |
| FY26 | \$208.9 |
| FY27 | \$150.7 |
| FY28 | \$234.0 |
| FY29 | \$131.3 |
| FY30 | \$216.6 |
| 6-Year Total (FY25-FY30) | \$999.8 |
| 10-Year Total (FY25-FY34) | \$1,916.8 |
| Beyond FY34 | \$139.6 |
| Total Estimated Investment | \$2,187.5 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$1.0 |
| Reimbursable | \$0.0 |
| Debt | \$57.4 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | | | | | | | | | | | |
| Implementation and Construction | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Operations Activation | | | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |

Rail Vehicle Scheduled Maintenance Program (CIP0063)

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

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

Description

This program will support scheduled maintenance programs for all railcars. Major rail vehicle systems that will be addressed include, but are not limited to, replacement of components associated with wheels, brakes, traction motors, propulsion systems, HVAC, couplers, and vital relays.



Expected Performance Outcome

Maintains the rail fleet in a state of good repair to prevent future safety and reliability concerns to meet or exceed the Rail Fleet Reliability performance target of ≥25,000 miles between failure (example based on Metro's FY24 target).

Near Term Deliverables

Metro will overhaul and conduct Scheduled Maintenance Programs (SMP) on railcars from the 3000- and 7000-series, and undertake the 6000-series coupler and 7000-series wheelset replacement programs in FY25.

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|---------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$140.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$21.2 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

Metro's Goals



Cost (\$M)

| Investments | (\$M) |
|---------------------------|-----------|
| FY24 Forecast | \$124.2 |
| Planned Investments | (\$M) |
| FY25 | \$161.2 |
| FY26 | \$128.6 |
| FY27 | \$132.3 |
| FY28 | \$99.6 |
| FY29 | \$115.4 |
| FY30 | \$109.4 |
| 6-Year Total (FY25-FY30) | \$746.5 |
| 10-Year Total (FY25-FY34) | \$1,375.9 |
| Beyond FY34 | \$0.0 |

Rail Vehicle Safety & Reliability Improvements (CIP0067)

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

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

Description

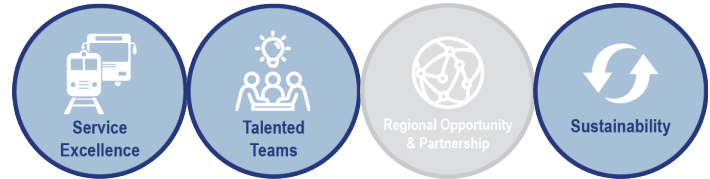
This program performs engineering analysis, diagnosis, testing and resolution of safety, maintenance, and operational issues for Metro railcars.



Expected Performance Outcome

Improves and maintains the reliability of the railcar fleet as measured by the Rail Fleet Reliability performance target of $\geq 25,000$ miles between failure (example based on Metro's FY24 target).

Metro's Goals



Near Term Deliverables

Metro will continue the installation and evaluation of the Automatic Wayside Inspection System.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$6.7 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$4.0 |
| Planned Investments | (\$M) |
| FY25 | \$6.7 |
| FY26 | \$2.8 |
| FY27 | \$2.9 |
| FY28 | \$3.0 |
| FY29 | \$3.0 |
| FY30 | \$3.1 |
| 6-Year Total (FY25-FY30) | \$21.5 |
| 10-Year Total (FY25-FY34) | \$36.9 |
| Beyond FY34 | \$0.0 |

Elevator Rehabilitation Program (CIP0072)

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

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

Description

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



Expected Performance Outcome

Maintains elevators in a state of good repair to provide accessibility and preserve availability as measured by the Elevator Availability performance target of $\geq 97.7\%$ (example per Metro's FY24 target).

Metro's Goals



Near Term Deliverables

Metro will rehabilitate approximately twelve elevator units at various locations around the system in FY25.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$7.4 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$2.8 |
| Planned Investments | (\$M) |
| FY25 | \$7.4 |
| FY26 | \$9.0 |
| FY27 | \$9.0 |
| FY28 | \$0.0 |
| FY29 | \$0.3 |
| FY30 | \$1.6 |
| 6-Year Total (FY25-FY30) | \$27.3 |
| 10-Year Total (FY25-FY34) | \$59.2 |
| Beyond FY34 | \$62.6 |

Escalator Rehabilitation Program (CIP0073)

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

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

Description

This program replaces escalators at Metrorail stations to maintain a state of good repair and installs lighting to improve customer safety and security.



Expected Performance Outcome

Maintains escalators in a state of good repair to prevent potential safety issues and preserve availability as measured by the Escalator Availability performance target of $\geq 93.3\%$ (example based on Metro's FY24 target).

Metro's Goals



Near Term Deliverables

Following a new agency strategy, assets that were previously undergoing rehabilitation have been re-evaluated and they are now slated for replacement instead.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$1.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$1.8 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$4.0 |
| Planned Investments | (\$M) |
| FY25 | \$2.8 |
| FY26 | \$1.8 |
| FY27 | \$13.7 |
| FY28 | \$11.9 |
| FY29 | \$11.9 |
| FY30 | \$11.9 |
| 6-Year Total (FY25-FY30) | \$53.9 |
| 10-Year Total (FY25-FY34) | \$101.8 |
| Beyond FY34 | \$0.0 |

Rail System Power Upgrades (CIP0076)

Initiative Type: Project
Category: Rail Systems
Location: Systemwide

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

Description

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



Expected Performance Outcome

Contributes to Metro's state of good repair and the ability to operate more eight-car trains in revenue service to increase capacity and reliability and improve the riding experience for Metrorail customers.

Metro's Goals



Near Term Deliverables

This project will complete closeout activities on the Blue Line and the Red/Orange/Green Lines.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|----------------|
| Expenditure Life to Date (up to FY24) | \$250.8 |
| FY24 Forecast | \$5.3 |
| Planned Investments | (\$M) |
| FY25 | \$0.2 |
| FY26 | \$0.0 |
| FY27 | \$0.0 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$0.2 |
| 10-Year Total (FY25-FY34) | \$0.2 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$256.2 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.2 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | | | | | | | | | | | |
| Implementation and Construction | ✓ | ✓ | | | | | | | | | |
| Operations Activation | ✓ | ✓ | | | | | | | | | |

Station and Facility Restoration Program (CIP0087)

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

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

Description

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



Expected Performance Outcome

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

Metro's Goals



Near Term Deliverables

Metro will provide station restoration for a minimum of 12 Metrorail stations per year, which will include concrete cleaning, masonry work, painting, and station signage.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$2.2 |
| Reimbursable | \$0.0 |
| Debt | \$11.4 |

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$13.6 |
| Planned Investments | (\$M) |
| FY25 | \$13.6 |
| FY26 | \$14.3 |
| FY27 | \$14.6 |
| FY28 | \$12.8 |
| FY29 | \$13.2 |
| FY30 | \$13.6 |
| 6-Year Total (FY25-FY30) | \$82.1 |
| 10-Year Total (FY25-FY34) | \$140.6 |
| Beyond FY34 | \$0.0 |

Station Entrance Canopy Installation (CIP0088)

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

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

Description

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



Expected Performance Outcome

Improves the reliability and useful life of escalators by protecting escalators and stairways from exposure to weather as measured by the Escalator Availability performance target of ≥93.3% of escalators in a state of good repair (example based on Metro's FY24 target). Provides additional coverage for customers as they enter and exit the station.

Metro's Goals



Near Term Deliverables

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

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|--------|
| Expenditure Life to Date (up to FY24) | \$52.7 |
| FY24 Forecast | \$8.7 |
| Planned Investments | (\$M) |
| FY25 | \$13.0 |
| FY26 | \$9.7 |
| FY27 | \$5.7 |
| FY28 | \$2.8 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$31.2 |
| 10-Year Total (FY25-FY34) | \$31.2 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$92.7 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$13.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | | | | | | | | | | | |
| Implementation and Construction | ✓ | ✓ | ✓ | ✓ | | | | | | | |
| Operations Activation | ✓ | ✓ | ✓ | ✓ | ✓ | | | | | | |

Joint Development Program Support (CIP0099)

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

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

Description

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



Expected Performance Outcome

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

Metro's Goals



Near Term Deliverables

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

Cost (\$M)

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$2.2 |
| Planned Investments | (\$M) |
| FY25 | \$2.0 |
| FY26 | \$2.0 |
| FY27 | \$2.0 |
| FY28 | \$2.4 |
| FY29 | \$2.0 |
| FY30 | \$2.0 |
| 6-Year Total (FY25-FY30) | \$12.4 |
| 10-Year Total (FY25-FY34) | \$43.6 |
| Beyond FY34 | \$4.0 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$2.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

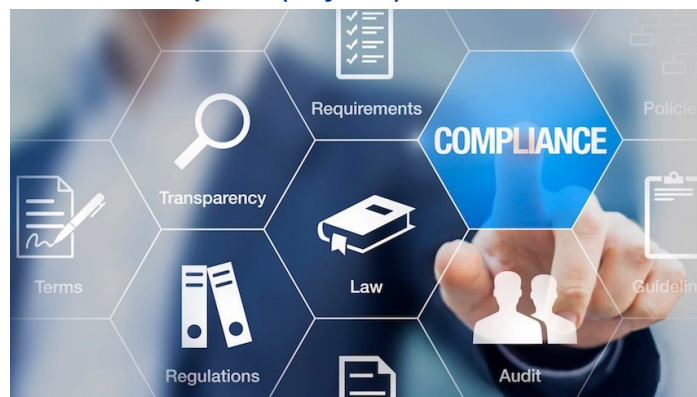
Internal Compliance Capital Management Support (CIP0101)

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

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

Description

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



Expected Performance Outcome

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

Metro's Goals



Near Term Deliverables

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

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$1.2 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------|-------|
| FY24 Forecast | \$1.2 |
| Planned Investments | (\$M) |
| FY25 | \$1.2 |
| FY26 | \$1.1 |
| FY27 | \$1.0 |
| FY28 | \$0.9 |
| FY29 | \$0.8 |
| FY30 | \$0.8 |
| 6-Year Total (FY25-FY30) | \$5.9 |
| 10-Year Total (FY25-FY34) | \$9.1 |
| Beyond FY34 | \$0.0 |

Transit Police Support Equipment (CIP0127)

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

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

Description

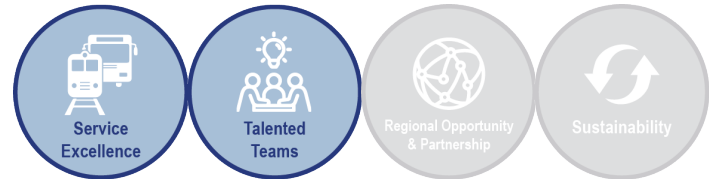
This program will provide acquisition and lifecycle replacement of various support equipment for the Metro Transit Police Department (MTPD), including personal protection, surveillance, and access control equipment.



Expected Performance Outcome

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

Metro's Goals



Near Term Deliverables

Metro will continue acquisition and lifecycle replacement of support equipment for MTPD, including body cameras.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.7 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------|-------|
| FY24 Forecast | \$1.7 |
| Planned Investments | (\$M) |
| FY25 | \$0.7 |
| FY26 | \$2.4 |
| FY27 | \$0.8 |
| FY28 | \$0.8 |
| FY29 | \$0.8 |
| FY30 | \$0.8 |
| 6-Year Total (FY25-FY30) | \$6.4 |
| 10-Year Total (FY25-FY34) | \$9.6 |
| Beyond FY34 | \$0.0 |

Capital Program Financing Support (CIP0131)

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

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

Description

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



Expected Performance Outcome

Provides Metro access to borrowing to finance the capital program.

Metro's Goals



Near Term Deliverables

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

Cost (\$M)

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$1.0 |
| Planned Investments | (\$M) |
| FY25 | \$2.0 |
| FY26 | \$2.0 |
| FY27 | \$2.0 |
| FY28 | \$2.0 |
| FY29 | \$2.0 |
| FY30 | \$2.0 |
| 6-Year Total (FY25-FY30) | \$12.0 |
| 10-Year Total (FY25-FY34) | \$20.0 |
| Beyond FY34 | \$0.0 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$2.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

Escalator and Elevator Overhaul Program (CIP0132)

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

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

Description

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



Expected Performance Outcome

Maintains elevators and escalators in a state of good repair to preserve availability as measured by the Elevator Availability performance target of $\geq 97.7\%$ elevators in a state of good repair and the Escalator Availability performance target of $\geq 93.3\%$ escalators in a state of good repair (examples based on Metro's FY24 targets).

Near Term Deliverables

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

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$15.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$3.7 |

Metro's Goals



Cost (\$M)

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$13.7 |
| Planned Investments | (\$M) |
| FY25 | \$18.7 |
| FY26 | \$11.7 |
| FY27 | \$8.2 |
| FY28 | \$8.4 |
| FY29 | \$8.7 |
| FY30 | \$9.0 |
| 6-Year Total (FY25-FY30) | \$64.6 |
| 10-Year Total (FY25-FY34) | \$103.2 |
| Beyond FY34 | \$0.0 |

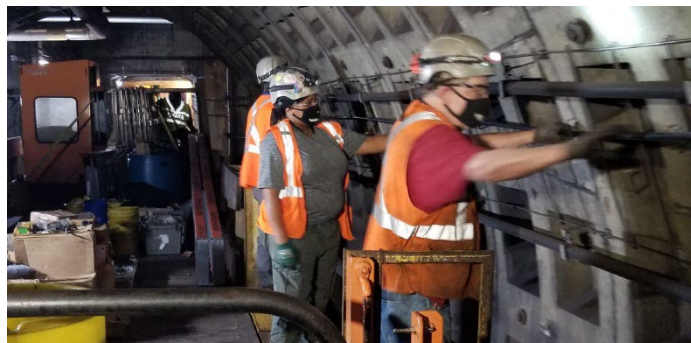
Radio Infrastructure Replacement (CIP0136)

Initiative Type: Project
Category: Rail Systems
Location: Systemwide

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

Description

This project replaces Metro's outdated internal communication and public safety radio systems, as required by the Federal Communications Commission (FCC). This includes the public safety radio system, the Metro area radio system, and cellular services throughout the system, allowing customers to utilize cellular service while underground.



Expected Performance Outcome

Improves Metro's safety and security, enabling communication with first responders, seamlessly connecting employees with the Metro Integrated Command and Communications Control Center (MICC) throughout the system, increasing internal efficiency, and providing wireless coverage throughout the underground portions of Metrorail, enhancing the customer's riding experience.

Metro's Goals



Near Term Deliverables

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

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|----------------|
| Expenditure Life to Date (up to FY24) | \$383.9 |
| FY24 Forecast | \$65.7 |
| Planned Investments | (\$M) |
| FY25 | \$44.4 |
| FY26 | \$17.3 |
| FY27 | \$8.1 |
| FY28 | \$22.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30)* | \$91.9 |
| 10-Year Total (FY25-FY34) | \$91.9 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$541.5 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$4.4 |
| Reimbursable | \$0.0 |
| Debt | \$40.0 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | | | | | | | | | | | |
| Implementation and Construction | ✓ | ✓ | ✓ | ✓ | ✓ | | | | | | |
| Operations Activation | | | ✓ | ✓ | ✓ | | | | | | |

*The six-year costs for this investment were reduced to bring down Metro's administrative costs.

Rail Vehicle Preventive Maintenance (CIP0142)

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

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

Description

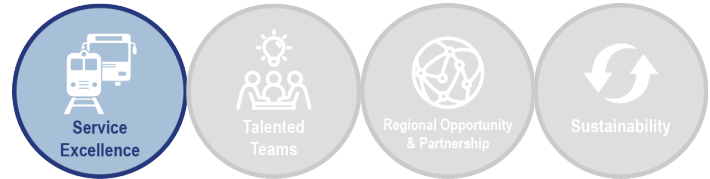
This program supports a portion of the annual preventive maintenance activities of the railcar fleet. The balance of activity is charged to Metro's operating budget.



Expected Performance Outcome

Allows railcars to receive necessary preventive maintenance to maintain the fleet in a state of good repair as measured by the Rail Fleet Reliability performance target of $\geq 25,000$ miles between failure (example based on Metro's FY24 target).

Metro's Goals



Near Term Deliverables

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

Cost (\$M)

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$181.8 |
| Planned Investments | (\$M) |
| FY25 | \$180.4 |
| FY26 | \$191.0 |
| FY27 | \$59.0 |
| FY28 | \$59.0 |
| FY29 | \$59.0 |
| FY30 | \$59.0 |
| 6-Year Total (FY25-FY30) | \$607.4 |
| 10-Year Total (FY25-FY34) | \$843.4 |
| Beyond FY34 | \$0.0 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|---------|
| Federal Grants | \$180.4 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

Bus Vehicle Preventive Maintenance (CIP0143)

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

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

Description

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



Expected Performance Outcome

Allows the bus fleet to receive necessary preventive maintenance to maintain the fleet in a state of good repair as measured by the Bus Fleet Reliability performance indicator of $\geq 8,000$ miles between failure (example based on Metro's FY24 target).

Metro's Goals



Near Term Deliverables

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

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$1.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$1.0 |
| Planned Investments | (\$M) |
| FY25 | \$1.0 |
| FY26 | \$1.0 |
| FY27 | \$1.0 |
| FY28 | \$1.0 |
| FY29 | \$1.0 |
| FY30 | \$1.0 |
| 6-Year Total (FY25-FY30) | \$6.0 |
| 10-Year Total (FY25-FY34) | \$10.0 |
| Beyond FY34 | \$0.0 |

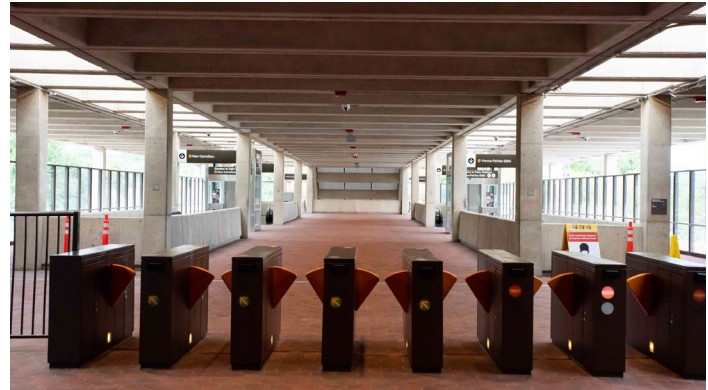
Facility Security Monitoring Equipment Program (CIP0145)

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

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

Description

This program will provide for the hardening and improvement of security at various railyards, stations, and facilities by installing public address systems, intercoms, and additional security measures. Metro is piloting ways to enhance the Metro Integrated Command and Communications (MICC) Control Center's situational awareness of operating conditions in the tunnel through the installation of cameras.



Expected Performance Outcome

Enhances safety, deters crime, and maintains proper functioning of devices by monitoring stations and facilities both inside and outside and advancing communication for customers, employees, and public service announcements.

Metro's Goals



Near Term Deliverables

Advance replacement and upgrade of life-safety and security systems at various locations systemwide. These modernization upgrades can include intrusion detection and access control systems, new intercoms and communication equipment, and the infrastructure needed to support this equipment.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$11.6 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$21.5 |
| Planned Investments | (\$M) |
| FY25 | \$11.6 |
| FY26 | \$2.8 |
| FY27 | \$1.4 |
| FY28 | \$1.4 |
| FY29 | \$1.4 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$18.6 |
| 10-Year Total (FY25-FY34) | \$75.4 |
| Beyond FY34 | \$87.9 |

Support Facility Fire System Rehabilitation (CIP0150)

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

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

Description

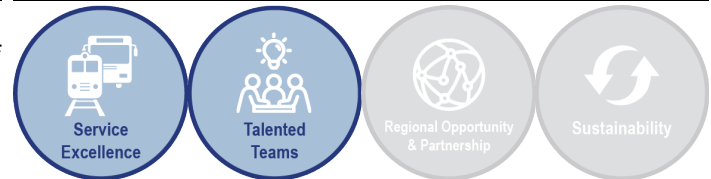
This project upgrades fire alarm and electronic security systems at support facilities including bus garages, railyards, and administrative buildings.



Expected Performance Outcome

Improves compliance with National Fire Protection Association (NFPA) standards, enhancing the safety of Metro employees and assets, and maintaining fire alarm systems.

Metro's Goals



Near Term Deliverables

Metro will upgrade fire alarms, compressed natural gas sensors, and security systems at support facilities.

Cost (\$M)

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$3.6 |
| Planned Investments | (\$M) |
| FY25 | \$2.8 |
| FY26 | \$1.4 |
| FY27 | \$0.9 |
| FY28 | \$0.7 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$5.9 |
| 10-Year Total (FY25-FY34) | \$57.8 |
| Beyond FY34 | \$23.2 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$1.5 |
| Reimbursable | \$0.0 |
| Debt | \$1.3 |

Rail Station Cooling Rehabilitation Program (CIP0151)

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

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

Description

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



Expected Performance Outcome

Upgrades to energy-efficient chiller equipment and maintains a state of good repair improving the customer experience and employee working conditions through adequate cooling.

Metro's Goals



Near Term Deliverables

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

Cost (\$M)

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$16.4 |
| Planned Investments | (\$M) |
| FY25 | \$5.1 |
| FY26 | \$7.9 |
| FY27 | \$0.7 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$13.7 |
| 10-Year Total (FY25-FY34) | \$97.7 |
| Beyond FY34 | \$558.1 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$5.1 |

Parking Garage and Surface Lot Rehabilitation (CIP0152)

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

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

Description

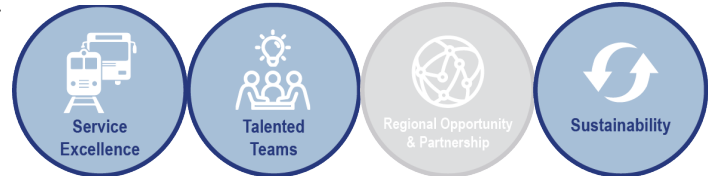
This program rehabilitates parking facilities including garages and surface lots.



Expected Performance Outcome

Allows parking facilities to be maintained in a state of good repair to prevent property damage, improves the customer experience, and improves customer safety.

Metro's Goals



Near Term Deliverables

Advance necessary maintenance activities to allow parking assets to achieve their intended useful life. Metro will complete the rehabilitation of parking garages at Addison Road, Huntington (East), Wheaton, Anacostia, New Carrollton and Shady Grove (South), and the surface lots at Hyattsville Crossing, Twinbrook, and Vienna Metrorail Stations (the surface lot at Morgan Boulevard will have small-scale repairs).

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$16.5 |

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$14.7 |
| Planned Investments | (\$M) |
| FY25 | \$16.5 |
| FY26 | \$16.4 |
| FY27 | \$7.6 |
| FY28 | \$4.4 |
| FY29 | \$4.4 |
| FY30 | \$4.5 |
| 6-Year Total (FY25-FY30) | \$53.7 |
| 10-Year Total (FY25-FY34) | \$94.1 |
| Beyond FY34 | \$81.0 |

Facility Roof Rehabilitation and Replacement (CIP0170)

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

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

Description

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



Expected Performance Outcome

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

Metro's Goals



Near Term Deliverables

Metro will complete roof replacements systemwide at ten parking garages, 13 non-revenue facilities, 24 traction power substations, four platform station buildings, and 19 smaller buildings.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$12.2 |

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$7.8 |
| Planned Investments | (\$M) |
| FY25 | \$12.2 |
| FY26 | \$5.5 |
| FY27 | \$0.0 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$17.7 |
| 10-Year Total (FY25-FY34) | \$25.8 |
| Beyond FY34 | \$28.5 |

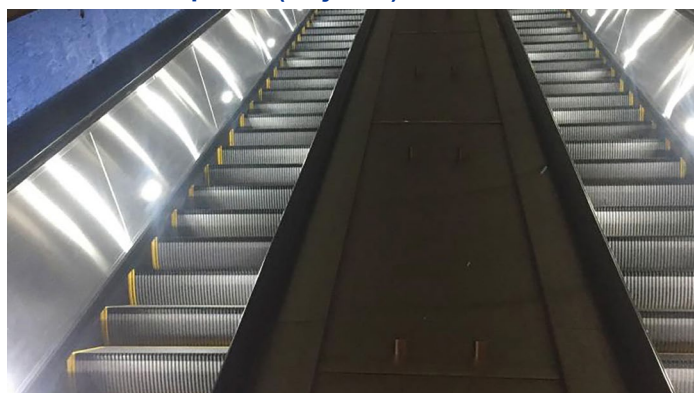
Escalator Replacement (CIP0185)

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

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

Description

This program replaces escalators that have reached the end of their useful life and installs lighting to improve customer safety and security.



Expected Performance Outcome

Upgrade to 30% more efficient escalators to reduce safety and security risks and maintain good repair. Achieve the target of ≥93.3% availability (example based on Metro's FY24).

Metro's Goals



Near Term Deliverables

Metro will replace approximately 33 of the oldest and poorest performing escalator units in the system.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRII/RSI Grants | \$35.5 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.2 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$45.8 |
| Planned Investments | (\$M) |
| FY25 | \$35.7 |
| FY26 | \$37.6 |
| FY27 | \$0.0 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$73.4 |
| 10-Year Total (FY25-FY34) | \$188.6 |
| Beyond FY34 | \$134.8 |

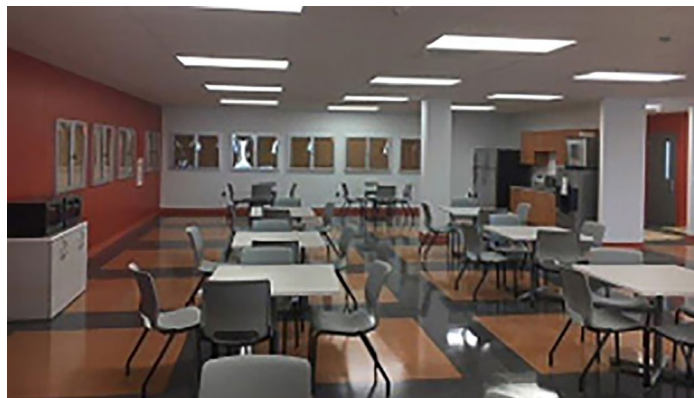
Support Facility Improvements (CIP0197)

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

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

Description

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



Expected Performance Outcome

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

Metro's Goals



Near Term Deliverables

Construct or renovate employee breakrooms at bus garages and railyards. Metro will begin rehabilitation of mechanical systems at various facilities throughout the system.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$1.5 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$7.5 |

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$16.6 |
| Planned Investments | (\$M) |
| FY25 | \$9.0 |
| FY26 | \$12.7 |
| FY27 | \$7.3 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$29.0 |
| 10-Year Total (FY25-FY34) | \$29.0 |
| Beyond FY34 | \$0.0 |

Sustainability/Resiliency Program (CIP0212)

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

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

Description

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



Expected Performance Outcome

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

Metro’s Goals



Near Term Deliverables

Continue to support high-value sustainability projects and the development and dissemination of an agency-wide Sustainability Action Plan. Metro will also complete a decarbonization strategy as part of the Energy Action Plan.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$3.1 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------|-----------|
| FY24 Forecast | \$4.0 |
| Planned Investments | (\$M) |
| FY25 | \$3.1 |
| FY26 | \$3.1 |
| FY27 | \$3.1 |
| FY28 | \$3.3 |
| FY29 | \$2.6 |
| FY30 | \$2.6 |
| 6-Year Total (FY25-FY30)* | \$17.8 |
| 10-Year Total (FY25-FY34) | \$517.8 |
| Beyond FY34 | \$2,521.9 |

*The six-year costs for this investment were reduced to bring down Metro’s administrative costs.

Capital Program Development Support (CIP0213)

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

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

Description

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



Expected Performance Outcome

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

Metro's Goals



Near Term Deliverables

Support Metro's Capital Program planning and programming, transit asset management, and financial and grant management.

Cost (\$M)

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$29.3 |
| Planned Investments | (\$M) |
| FY25 | \$25.0 |
| FY26 | \$20.2 |
| FY27 | \$17.6 |
| FY28 | \$15.4 |
| FY29 | \$12.9 |
| FY30 | \$11.3 |
| 6-Year Total (FY25-FY30)* | \$102.3 |
| 10-Year Total (FY25-FY34) | \$168.2 |
| Beyond FY34 | \$0.0 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$25.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

*The six-year costs for this investment were reduced to bring down Metro's administrative costs.

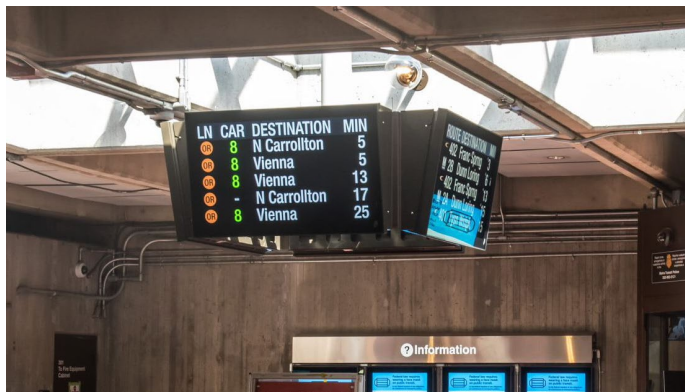
Metrorail Station Improvements (CIP0218)

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

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

Description

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



Expected Performance Outcome

Upgrades and maintains Metrorail station infrastructure and systems regularly to improve customer experience and safety and keep entry gates in a state of good repair for the security of employees and customers.

Metro's Goals



Near Term Deliverables

Metro will install new and improved station entrance gates at priority Metrorail stations.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$3.1 |

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$1.8 |
| Planned Investments | (\$M) |
| FY25 | \$3.1 |
| FY26 | \$1.3 |
| FY27 | \$1.0 |
| FY28 | \$1.0 |
| FY29 | \$5.4 |
| FY30 | \$9.8 |
| 6-Year Total (FY25-FY30) | \$21.7 |
| 10-Year Total (FY25-FY34) | \$37.4 |
| Beyond FY34 | \$0.0 |

Rail Station Lighting Improvements (CIP0219)

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

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

Description

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



Expected Performance Outcome

Provides energy-efficient lighting to improve customer and employee safety, security, and experience. Improves seamless accessibility for all through Station Platform Edge Lighting Replacement.

Metro's Goals



Near Term Deliverables

Metro will continue upgrades to Metrorail station platform edge lighting and exterior site lighting.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$44.7 |

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$21.6 |
| Planned Investments | (\$M) |
| FY25 | \$44.7 |
| FY26 | \$41.0 |
| FY27 | \$19.6 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$105.3 |
| 10-Year Total (FY25-FY34) | \$260.2 |
| Beyond FY34 | \$30.4 |

Bus Planning Studies Program (CIP0220)

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

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

Description

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



Expected Performance Outcome

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

Metro's Goals



Near Term Deliverables

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

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$1.1 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$1.0 |
| Planned Investments | (\$M) |
| FY25 | \$1.1 |
| FY26 | \$1.0 |
| FY27 | \$1.3 |
| FY28 | \$1.3 |
| FY29 | \$1.3 |
| FY30 | \$1.3 |
| 6-Year Total (FY25-FY30) | \$7.1 |
| 10-Year Total (FY25-FY34) | \$12.8 |
| Beyond FY34 | \$0.0 |

Bus Customer Facility Improvements (CIP0221)

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

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

Description

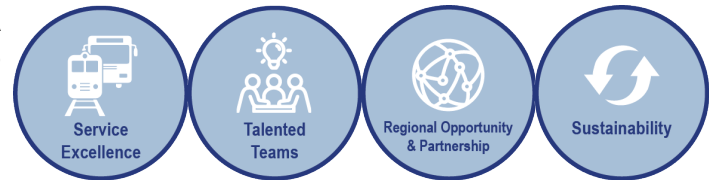
This program upgrades Metrobus facilities and amenities to achieve and maintain a state of good repair and improve delivery of customer information.



Expected Performance Outcome

Improves bus shelters and signage, meets ADA compliance, and communicates clearly with customers through schedules and maps.

Metro's Goals



Near Term Deliverables

Metro will replace bus shelters in service beyond their useful life, replace paper signage, and improve bus stop infrastructure (route/sign poles, bus stop decals, wayfinding signage). Bus customer information displays at bus stops will be installed and maintained.

Cost (\$M)

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$15.8 |
| Planned Investments | (\$M) |
| FY25 | \$9.5 |
| FY26 | \$8.4 |
| FY27 | \$14.7 |
| FY28 | \$19.1 |
| FY29 | \$13.0 |
| FY30 | \$7.4 |
| 6-Year Total (FY25-FY30) | \$72.1 |
| 10-Year Total (FY25-FY34) | \$107.8 |
| Beyond FY34 | \$152.1 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$1.7 |
| Reimbursable | \$0.0 |
| Debt | \$7.8 |

Flood Resiliency Infrastructure Upgrades (CIP0241)

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

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

Description

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



Expected Performance Outcome

Assess and plan next flood and resiliency improvements to minimize disruption to revenue service and enhance customer safety by reducing the risk of fire, smoke, and other incidents caused by water intrusion.

Metro's Goals



Near Term Deliverables

Metro will develop implementation projects based on the completed assessment and plan the next set of stations to assess for flood resiliency improvements.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|---------------|
| Expenditure Life to Date (up to FY24) | \$8.8 |
| FY24 Forecast | \$1.1 |
| Planned Investments | (\$M) |
| FY25 | \$0.0 |
| FY26 | \$0.6 |
| FY27 | \$0.0 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$0.6 |
| 10-Year Total (FY25-FY34) | \$19.0 |
| Beyond FY34 | \$11.0 |
| Total Estimated Investment | \$39.8 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | ✓ | | ✓ | | | | | | | | |
| Implementation and Construction | | | | | | | | ✓ | ✓ | ✓ | |
| Operations Activation | | | | | | | | | | ✓ | ✓ |

Rail System Drainage Rehabilitation Program (CIP0242)

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

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

Description

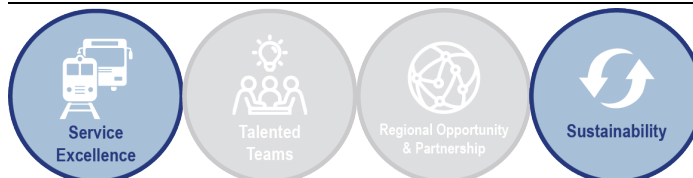
This program replaces and improves drainage pumping stations that have exceeded their lifecycle throughout the Metrorail system and supports implementation of flood resiliency improvements.



Expected Performance Outcome

Protect Metro infrastructure, reduce costs, revenue service disruptions, and risks of fire and smoke safety incidents caused by excess water in Metrorail tunnels and stations. Measure success with Rail Infrastructure Availability target of $\leq 3.0\%$ track under performance restrictions (for example, Metro's FY24 target).

Metro's Goals



Near Term Deliverables

Metro plans to complete drainage pump station renewals at the next two stations (Noyes Road and Medical Center) identified in the priority list. Drainage pump station renewals include replacement of pumps, piping, controls, lighting, and other structural and drainage elements. Designs for the permanent replacement at the following locations will progress in FY25: Van Ness-UDC, Judiciary Square, Friendship Heights, Medical Center, Forest Glen, Fort Totten, and Gallery Place-Chinatown.

Cost (\$M)

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$15.9 |
| Planned Investments | (\$M) |
| FY25 | \$15.6 |
| FY26 | \$7.7 |
| FY27 | \$0.0 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$23.2 |
| 10-Year Total (FY25-FY34) | \$83.9 |
| Beyond FY34 | \$146.2 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$10.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$5.6 |

L'Enfant Station Improvements (CIP0243)

Initiative Type: Project
Category: Stations and Passenger Facilities
Location: L'Enfant Plaza Station

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

Description

This project adds a new elevator to connect the northbound Yellow/Green platform to the Blue/Orange/Silver platform and replace three escalators with three staircases.



Expected Performance Outcome

Provides increased capacity, enhanced circulation, a seamless travel experience with updated ADA standards, and improved egress at the L'Enfant Plaza Metrorail Station.

Metro's Goals



Near Term Deliverables

Metro will advance site designs for capacity improvements from preliminary feasibility and engineering reports.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|--------|
| Expenditure Life to Date (up to FY24) | \$0.0 |
| FY24 Forecast | \$0.0 |
| Planned Investments | (\$M) |
| FY25 | \$0.0 |
| FY26 | \$1.5 |
| FY27 | \$6.8 |
| FY28 | \$3.4 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30)* | \$11.7 |
| 10-Year Total (FY25-FY34) | \$11.7 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$11.7 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | | | ✓ | | | | | | | | |
| Implementation and Construction | | | ✓ | ✓ | ✓ | | | | | | |
| Operations Activation | | | | | ✓ | | | | | | |

*The six-year costs for this investment were reduced to bring down Metro's administrative costs.

General Engineering (CIP0246)

Initiative Type: Program

Category: Track and Structures Rehabilitation

Location: Systemwide

Mode: Rail

Program: Fixed Rail

Federal Participation (all years): No

Description

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



Expected Performance Outcome

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

Metro's Goals



Near Term Deliverables

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

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$15.9 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$15.2 |
| Planned Investments | (\$M) |
| FY25 | \$15.9 |
| FY26 | \$8.9 |
| FY27 | \$8.0 |
| FY28 | \$7.7 |
| FY29 | \$7.0 |
| FY30 | \$6.4 |
| 6-Year Total (FY25-FY30)* | \$54.0 |
| 10-Year Total (FY25-FY34) | \$92.2 |
| Beyond FY34 | \$2.0 |

*The six-year costs for this investment were reduced to bring down Metro's administrative costs.

Emergency Construction and Emerging Needs Program (CIP0247)

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

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

Description

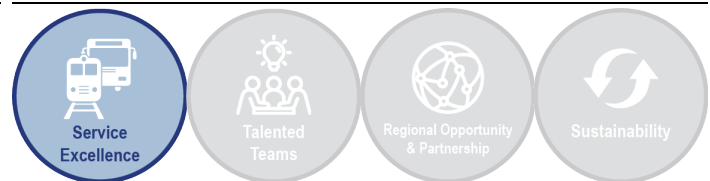
This program supports emergent and emergency needs that arise across the system beyond the scope of other established capital investments.



Expected Performance Outcome

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

Metro's Goals



Near Term Deliverables

Metro will address emergent construction needs as they arise.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$58.3 |

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$5.1 |
| Planned Investments | (\$M) |
| FY25 | \$58.3 |
| FY26 | \$71.7 |
| FY27 | \$70.7 |
| FY28 | \$63.3 |
| FY29 | \$47.8 |
| FY30 | \$49.0 |
| 6-Year Total (FY25-FY30) | \$360.8 |
| 10-Year Total (FY25-FY34) | \$565.2 |
| Beyond FY34 | \$0.0 |

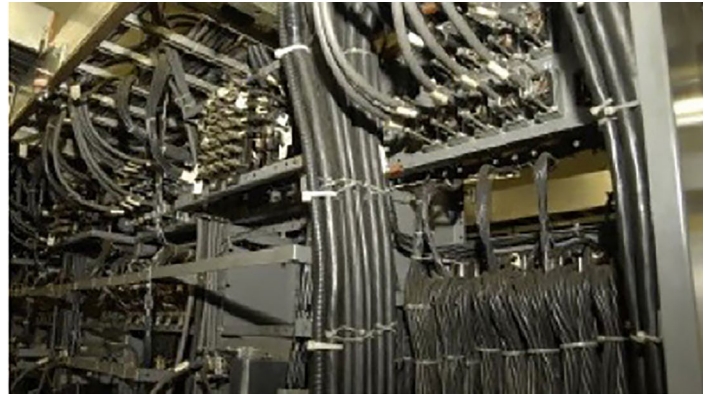
Automatic Train Control State of Good Repair (CIP0251)

Initiative Type: Program
Category: Rail Systems
Location: Systemwide

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

Description

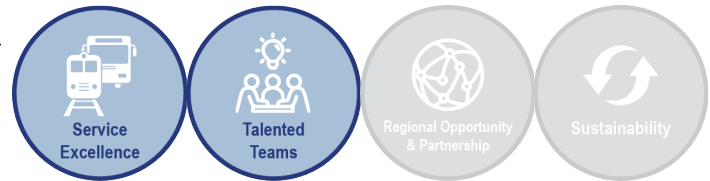
This program replaces aging Automatic Train Control (ATC) systems, Train Control Room (TCR) infrastructure and wayside equipment (including devices to replace remote terminal units). Obsolete and failing equipment are planned to be replaced at intervals ranging from 20 to 40 years.



Expected Performance Outcome

Maximizes on-time performance while minimizing disruptions, with a performance target of $\leq 3.0\%$ of track under performance restrictions to prevent safety issues and injuries for rail customers target of ≤ 11.5 customer injuries per 10 million revenue miles and $\leq 3.5\%$ employee injuries per 200,000 hours worked (examples based on Metro's FY24 targets).

Metro's Goals



Near Term Deliverables

Metro will continue the switch machine power supply replacements and state of good repair programs for high current bonds, interlocking, signals, circuit cable, switch machines, control cable insulation, and remote terminal units. Metro will complete the rehabilitation of 24 train control rooms and outfit a second training lab.

Cost (\$M)

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$75.1 |
| Planned Investments | (\$M) |
| FY25 | \$81.0 |
| FY26 | \$121.8 |
| FY27 | \$86.4 |
| FY28 | \$60.7 |
| FY29 | \$42.3 |
| FY30 | \$34.9 |
| 6-Year Total (FY25-FY30) | \$427.1 |
| 10-Year Total (FY25-FY34) | \$719.4 |
| Beyond FY34 | \$32.0 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$59.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.3 |
| Reimbursable | \$0.0 |
| Debt | \$21.7 |

Low Voltage Power State of Good Repair (CIP0252)

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

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

Description

This program replaces low voltage power systems, improves various power components (including remote terminal units), and maintains existing low voltage power systems in a state of good repair.



Expected Performance Outcome

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

Metro's Goals



Near Term Deliverables

Metro will install switchgears, transformers, cabling, and electrical panels at various locations. Uninterruptible Power Supplies will be replaced systemwide.

Cost (\$M)

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$35.7 |
| Planned Investments | (\$M) |
| FY25 | \$35.5 |
| FY26 | \$48.5 |
| FY27 | \$43.7 |
| FY28 | \$13.3 |
| FY29 | \$5.9 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30)* | \$147.0 |
| 10-Year Total (FY25-FY34) | \$202.4 |
| Beyond FY34 | \$489.5 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$17.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.1 |
| Reimbursable | \$0.0 |
| Debt | \$18.5 |

*The six-year costs for this investment were reduced to bring down Metro's administrative costs.

Traction Power State of Good Repair (CIP0253)

Initiative Type: Program
Category: Rail Systems
Location: Systemwide

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

Description

This program replaces traction power systems, improves various traction power components (including remote terminal units), and maintains existing traction power systems in a state of good repair to deliver safe and reliable Metrorail operations.



Expected Performance Outcome

Improvements decrease train speed restrictions and improve on-time performance while reducing customer and employee injury rates. The targets are ≤1.0% track under performance restrictions, ≤11.5 customer injuries per 10 million revenue miles, and ≤3.5 employee injuries per 200,000 hours worked on Rail.(examples based on Metro's FY24 targets).

Metro's Goals



Near Term Deliverables

Metro will replace equipment in traction power substation and tie breaker stations. Approximately 600 cables will be inspected and tested, and 8,000 linear feet of cable will be replaced per quarter.

Cost (\$M)

| Investments | (\$M) |
|---------------------------|-----------|
| FY24 Forecast | \$109.6 |
| Planned Investments | (\$M) |
| FY25 | \$127.9 |
| FY26 | \$158.0 |
| FY27 | \$107.4 |
| FY28 | \$56.1 |
| FY29 | \$52.3 |
| FY30 | \$41.5 |
| 6-Year Total (FY25-FY30)* | \$543.2 |
| 10-Year Total (FY25-FY34) | \$1,027.8 |
| Beyond FY34 | \$445.9 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|---------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.5 |
| Reimbursable | \$0.0 |
| Debt | \$127.4 |

*The six-year costs for this investment were reduced to bring down Metro's administrative costs.

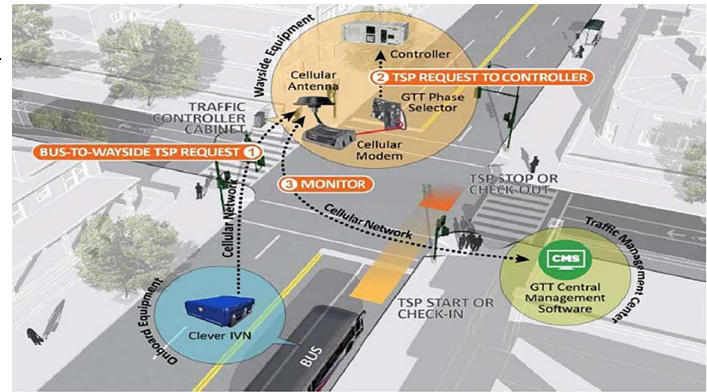
Bus Priority Program Development (CIP0254)

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

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

Description

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



Expected Performance Outcome

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

Metro's Goals



Near Term Deliverables

Near-term projects include the continued rollout of Bus Priority Clear Lanes and the expansion of transit signal priority and queue jumps across the region.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$2.8 |
| Dedicated Funding | \$1.1 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$5.8 |
| Planned Investments | (\$M) |
| FY25 | \$3.9 |
| FY26 | \$5.5 |
| FY27 | \$6.0 |
| FY28 | \$6.2 |
| FY29 | \$7.7 |
| FY30 | \$7.1 |
| 6-Year Total (FY25-FY30) | \$36.5 |
| 10-Year Total (FY25-FY34) | \$49.2 |
| Beyond FY34 | \$0.0 |

Fare Collection Modernization (CIP0255)

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

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

Description

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



Expected Performance Outcome

Improvements to modernize the customer experience, including upgrading fare system technology, providing more options for contactless payment, faster transaction processing, improving reliability, and modifications to faregates to mitigate fare evasion.

Metro's Goals



Near Term Deliverables

Metro will continue installation of the modifications to Metrorail station faregates to deter fare evasion, as well as delivery of new bus fareboxes to support all door boarding. Additionally, Metro will continue development and improvement of the mobile payment system and replacement of the exitfare machines.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY24) | \$254.3 |
| FY24 Forecast | \$59.0 |
| Planned Investments | (\$M) |
| FY25 | \$74.6 |
| FY26 | \$74.9 |
| FY27 | \$53.7 |
| FY28 | \$33.8 |
| FY29 | \$9.4 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$246.4 |
| 10-Year Total (FY25-FY34) | \$246.4 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$559.7 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.3 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$74.3 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | ✓ | ✓ | ✓ | ✓ | | | | | | | |
| Implementation and Construction | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | | | | |
| Operations Activation | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | | | | |

7000-Series Railcars (CIP0256)

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

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

Description

This project acquires 620 of the 7000-series railcars to replace 1000-, 4000-, and 5000-series fleets, plus 28 additional railcars. The Metropolitan Washington Airports Authority (MWAA) funded an additional 128 7000-series railcars in support of the Silver Line Phase 1 and 2 extension projects under CRB0019_19 and CRB0020_01.



Expected Performance Outcome

Replacing the unreliable 1000-, 4000-, and 5000-series vehicles will improve safety and reduce failures, as measured by Rail Fleet Reliability's target of $\geq 25,000$ miles between failures. (example based on Metro's FY24 target).

Metro's Goals



Near Term Deliverables

Metro will continue to make milestone payments for railcar warranties while closely working to address various railcar modifications, including improved training and troubleshooting. All 7000-series railcars associated with this project have been acquired.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY24) | \$668.3 |
| FY24 Forecast | \$20.6 |
| Planned Investments | (\$M) |
| FY25 | \$26.0 |
| FY26 | \$32.0 |
| FY27 | \$73.1 |
| FY28 | \$76.5 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30)* | \$207.7 |
| 10-Year Total (FY25-FY34) | \$207.7 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$896.6 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$26.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | | | | | | | | | | | |
| Implementation and Construction | ✓ | ✓ | ✓ | ✓ | ✓ | | | | | | |
| Operations Activation | | | | | | | | | | | |

*The six-year costs for this investment were reduced to bring down Metro's administrative costs.

Station and Tunnel Fire Alarm Rehabilitation (CIP0258)

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

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

Description

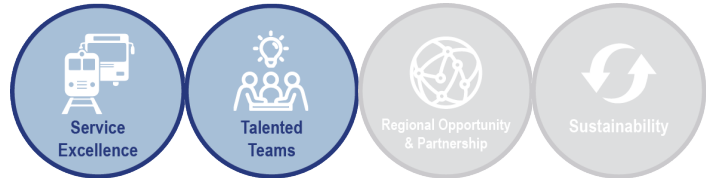
This program upgrades fire alarm systems in Metrorail tunnels and stations.



Expected Performance Outcome

Improves compliance with National Fire Protection Association (NFPA) standards and National Transportation Safety Board (NTSB) recommendations, and enhances safety for customers and employees during fire incidents.

Metro's Goals



Near Term Deliverables

Metro will complete and evaluate the pilot Tunnel Smoke Detection System that will install new communication infrastructure in tunnel shafts, along with supporting software architecture, to enhance situational awareness of smoke events within the tunnel system, and begin the design for replacement of the fire door shutter system at Forest Glen Metrorail Station

Cost (\$M)

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$2.2 |
| Planned Investments | (\$M) |
| FY25 | \$1.0 |
| FY26 | \$0.0 |
| FY27 | \$0.0 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$1.0 |
| 10-Year Total (FY25-FY34) | \$33.0 |
| Beyond FY34 | \$200.4 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRII/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$1.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

Tunnel Water Leak Mitigation (CIP0262)

Initiative Type: Program

Category: Track and Structures Rehabilitation

Location: Systemwide

Mode: Rail

Program: Structures

Federal Participation (all years): Yes

Description

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



Expected Performance Outcome

Reduces the risk of water intrusion, protecting Metro infrastructure and equipment while increasing safety for customers and employees and minimizing revenue service disruption. Reduces fire and smoke events to meet or exceed the performance target of ≤36 incidents annually (example based on Metro's FY24 target).

Metro's Goals



Near Term Deliverables

Metro will complete tunnel grouting to mitigate water intrusion along two segments of the Red Line - between Silver Spring and Forest Glen, and Tenleytown-AU and Friendship Heights. Evaluation of the effectiveness of the mitigation work is included in the scope.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$3.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$10.5 |

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$19.1 |
| Planned Investments | (\$M) |
| FY25 | \$13.5 |
| FY26 | \$4.3 |
| FY27 | \$0.4 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$18.2 |
| 10-Year Total (FY25-FY34) | \$72.5 |
| Beyond FY34 | \$475.2 |

Asset Management Software (CIP0269)

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

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

Description

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



Expected Performance Outcome

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

Metro's Goals



Near Term Deliverables

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

Cost (\$M)

| Investments | (\$M) |
|---------------------------|-------|
| FY24 Forecast | \$2.1 |
| Planned Investments | (\$M) |
| FY25 | \$0.0 |
| FY26 | \$0.9 |
| FY27 | \$0.0 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$0.9 |
| 10-Year Total (FY25-FY34) | \$0.9 |
| Beyond FY34 | \$0.0 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

Capital Delivery Program Support (CIP0270)

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

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

Description

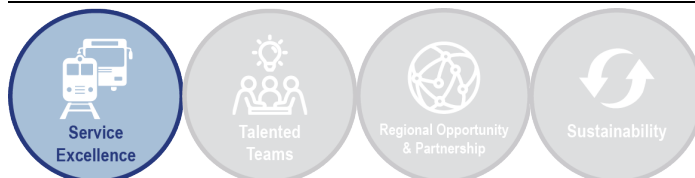
This program provides project administration, planning, scheduling, and management support for the portfolio of major construction projects.



Expected Performance Outcome

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

Metro's Goals



Near Term Deliverables

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

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$35.5 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$39.1 |
| Planned Investments | (\$M) |
| FY25 | \$35.5 |
| FY26 | \$28.5 |
| FY27 | \$25.5 |
| FY28 | \$22.7 |
| FY29 | \$20.2 |
| FY30 | \$18.0 |
| 6-Year Total (FY25-FY30)* | \$150.5 |
| 10-Year Total (FY25-FY34) | \$245.1 |
| Beyond FY34 | \$0.0 |

*The six-year costs for this investment were reduced to bring down Metro's administrative costs.

Digital Display and Wayfinding Improvements (CIP0272)

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

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

Description

This program invests in new equipment and space improvements designed to upgrade digital displays, improve signage and wayfinding, and deliver other customer amenities. Metro is advancing new ways to inform customers through the installation of digital signs on the exterior of rail stations.



Expected Performance Outcome

Upgrades Metrorail stations with modern wayfinding and digital signage to enhance the customer experience and generate advertising revenue.

Metro's Goals



Near Term Deliverables

Complete the installation of customer entrance digital displays at L'Enfant Plaza, Metro Center, and Columbia Heights Stations and use feedback from this demonstration to plan and execute an additional 25 locations, as well as targeted installations of digital displays.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$3.1 |

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$29.6 |
| Planned Investments | (\$M) |
| FY25 | \$3.1 |
| FY26 | \$12.5 |
| FY27 | \$36.5 |
| FY28 | \$15.5 |
| FY29 | \$15.5 |
| FY30 | \$15.5 |
| 6-Year Total (FY25-FY30) | \$98.6 |
| 10-Year Total (FY25-FY34) | \$117.1 |
| Beyond FY34 | \$0.0 |

Support Facility Rehabilitation (CIP0273)

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

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

Description

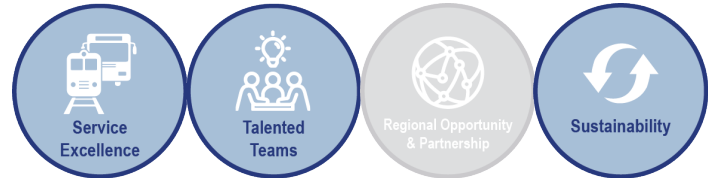
This program provides assessments on condition, designs for necessary improvements, and performs minor emergent improvements for facilities for employees, including breakrooms, bathrooms, and work areas.



Expected Performance Outcome

Facility improvements enhance safety, organization, and employee satisfaction, contributing to Metro's fiscal responsibility through optimum productivity.

Metro's Goals



Near Term Deliverables

Implement small-scale facility improvement projects at operational, maintenance, and administrative facilities.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$3.6 |

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$4.5 |
| Planned Investments | (\$M) |
| FY25 | \$3.6 |
| FY26 | \$5.0 |
| FY27 | \$5.0 |
| FY28 | \$10.0 |
| FY29 | \$10.0 |
| FY30 | \$10.0 |
| 6-Year Total (FY25-FY30) | \$43.6 |
| 10-Year Total (FY25-FY34) | \$118.2 |
| Beyond FY34 | \$87.0 |

New Carrollton Garage and Bus Bays (CIP0275)

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

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

Description

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



Expected Performance Outcome

Improve access to stations, increase ridership, boost economic development, and enhance customer experience.

Metro's Goals



Near Term Deliverables

Metro will continue construction of the new bus loop and parking garage structure.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|----------------|
| Expenditure Life to Date (up to FY24) | \$56.3 |
| FY24 Forecast | \$44.6 |
| Planned Investments | (\$M) |
| FY25 | \$14.9 |
| FY26 | \$0.0 |
| FY27 | \$0.0 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$14.9 |
| 10-Year Total (FY25-FY34) | \$14.9 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$115.9 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$14.9 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | | | | | | | | | | | |
| Implementation and Construction | ✓ | ✓ | | | | | | | | | |
| Operations Activation | ✓ | ✓ | | | | | | | | | |

Passenger Information Guidelines and Art in Transit (CIP0276)

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

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

Description

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



Expected Performance Outcome

Enhance customer experience, improve perception, create community engagement, diversify revenue streams, and restore and add art to Metro's collection.

Metro's Goals



Near Term Deliverables

Metro will develop structured guidelines to improve how customers interact daily with the transit system (including with digital signage), and completes the remediation of Art in Transit installation at the north entrance of Dupont Circle Metrorail Station.

Cost (\$M)

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$1.2 |
| Planned Investments | (\$M) |
| FY25 | \$2.3 |
| FY26 | \$1.0 |
| FY27 | \$1.1 |
| FY28 | \$1.5 |
| FY29 | \$1.4 |
| FY30 | \$1.0 |
| 6-Year Total (FY25-FY30)* | \$8.2 |
| 10-Year Total (FY25-FY34) | \$12.8 |
| Beyond FY34 | \$0.0 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$2.3 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

*The six-year costs for this investment were reduced to bring down Metro's administrative costs.

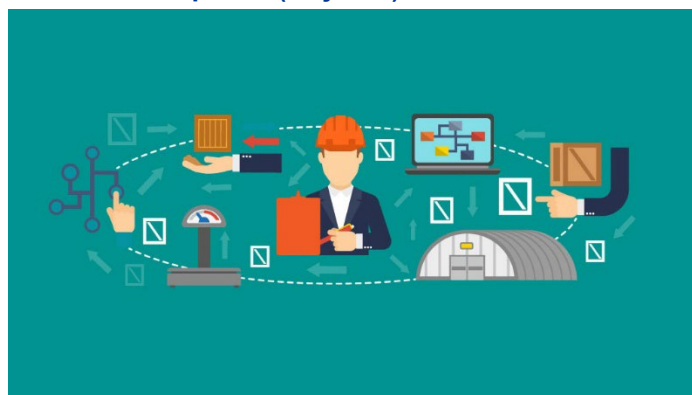
Supply Chain Modernization (CIP0277)

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

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

Description

Metro manages an extensive supply chain. There is a multi-year proposal to modernize and centralize the supply chain systems, storerooms and inventory management, as well as replace material handling equipment (including forklifts, swing reach trucks, order pickers utility vehicles, etc.) after their useful life is expired.



Expected Performance Outcome

Optimizes Metro's inventory management, delivering the right parts to maintenance operations, improving efficiency and safety, and reducing costs.

Metro's Goals



Near Term Deliverables

Metro will procure new material handling equipment to replace current warehouse material handling equipment that is at the end of its lifecycle. This will include forklifts, pallet jacks, order pickers, swing reach trucks, and utility vehicles (48 pieces of equipment in total).

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|--------|
| Expenditure Life to Date (up to FY24) | \$3.0 |
| FY24 Forecast | \$0.9 |
| Planned Investments | (\$M) |
| FY25 | \$0.8 |
| FY26 | \$0.1 |
| FY27 | \$0.0 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$0.9 |
| 10-Year Total (FY25-FY34) | \$8.2 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$12.1 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.8 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | | | | | | | | | | | |
| Implementation and Construction | ✓ | ✓ | ✓ | | | | | | | | |
| Operations Activation | | | | | | | | | | | |

Railyard Shop Equipment Replacement (CIP0279)

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

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

Description

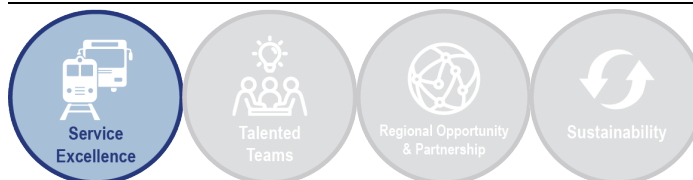
This program replaces or rehabilitates Metro rail shop maintenance equipment, such as overhead cranes, rail train lifts, hoists, or industrial shop air compressors that are inoperable, deficient, or have reached the end of their useful life.



Expected Performance Outcome

Allows railcar maintenance activities to be completed safely and efficiently using equipment that is maintained in a state of good repair.

Metro's Goals



Near Term Deliverables

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

Cost (\$M)

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$1.7 |
| Planned Investments | (\$M) |
| FY25 | \$3.0 |
| FY26 | \$0.9 |
| FY27 | \$0.5 |
| FY28 | \$0.5 |
| FY29 | \$0.5 |
| FY30 | \$0.5 |
| 6-Year Total (FY25-FY30) | \$5.9 |
| 10-Year Total (FY25-FY34) | \$12.9 |
| Beyond FY34 | \$0.0 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$3.0 |

Railcar Maintenance Facilities State of Good Repair (CIP0283)

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

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

Description

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



Expected Performance Outcome

Provides employees with equipment to maintain railcars in a state of good repair.

Metro's Goals



Near Term Deliverables

Metro will complete the design for the replacement of railcar wash facilities.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$2.4 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$2.3 |
| Planned Investments | (\$M) |
| FY25 | \$2.4 |
| FY26 | \$3.6 |
| FY27 | \$0.0 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$6.0 |
| 10-Year Total (FY25-FY34) | \$172.7 |
| Beyond FY34 | \$0.0 |

Railyard Facility and Site Rehabilitation (CIP0284)

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

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

Description

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



Expected Performance Outcome

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

Metro's Goals



Near Term Deliverables

Metro will repair damaged cable troughs at the West Falls Church Railyard, complete designs for the sewage ejector and the paint shop lift in the Greenbelt Railyard, and develop plans for targeted state of good repair and operational improvements at railyards throughout the system as part of the rescoping of the Heavy Repair and Overhaul Facility

Cost (\$M)

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$2.7 |
| Planned Investments | (\$M) |
| FY25 | \$11.3 |
| FY26 | \$10.6 |
| FY27 | \$32.5 |
| FY28 | \$37.1 |
| FY29 | \$58.7 |
| FY30 | \$81.0 |
| 6-Year Total (FY25-FY30) | \$231.0 |
| 10-Year Total (FY25-FY34) | \$485.6 |
| Beyond FY34 | \$853.6 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$11.3 |

Power Generator Replacement (CIP0286)

Initiative Type: Program
Category: Rail Systems
Location: Systemwide

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

Description

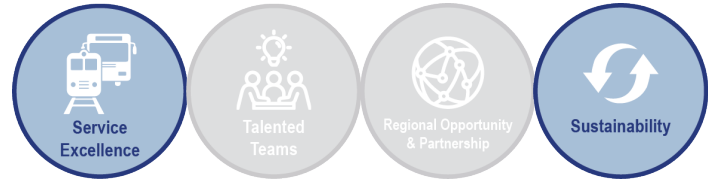
This program provides for the replacement of power generators throughout the Metrorail system.



Expected Performance Outcome

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

Metro's Goals



Near Term Deliverables

Metro plans to replace generators at 19 locations throughout the system, as identified by the developed priority list.

Cost (\$M)

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$3.2 |
| Planned Investments | (\$M) |
| FY25 | \$5.7 |
| FY26 | \$7.1 |
| FY27 | \$7.1 |
| FY28 | \$7.5 |
| FY29 | \$11.3 |
| FY30 | \$13.0 |
| 6-Year Total (FY25-FY30)* | \$51.9 |
| 10-Year Total (FY25-FY34) | \$55.4 |
| Beyond FY34 | \$44.1 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$5.7 |

*The six-year costs for this investment were reduced to bring down Metro's administrative costs.

Bridge Rehabilitation Program (CIP0294)

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

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

Description

This program rehabilitates structural and system components of 162 aerial structures across the Metro system.



Expected Performance Outcome

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

Metro's Goals



Near Term Deliverables

Metro will inspect the condition of bridges and construct an expanded pocket track on the Stadium Armory Bridge.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$5.0 |

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$8.1 |
| Planned Investments | (\$M) |
| FY25 | \$5.0 |
| FY26 | \$0.0 |
| FY27 | \$8.7 |
| FY28 | \$34.1 |
| FY29 | \$25.6 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$73.5 |
| 10-Year Total (FY25-FY34) | \$150.7 |
| Beyond FY34 | \$161.4 |

Union Station Improvements (CIP0297)

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

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

Description

This project implements a redesign of the First Street Northeast entrance, including expanding the north mezzanine by adding stairs, adding additional fare gates, and relocating the fare vending machines.



Expected Performance Outcome

Provides a better flow for customers as they enter and exit the station, as well as improved lighting and an additional staircase.

Metro's Goals



Near Term Deliverables

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

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|--------|
| Expenditure Life to Date (up to FY24) | \$0.8 |
| FY24 Forecast | \$0.7 |
| Planned Investments | (\$M) |
| FY25 | \$9.6 |
| FY26 | \$3.4 |
| FY27 | \$3.4 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$16.3 |
| 10-Year Total (FY25-FY34) | \$16.3 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$17.9 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$5.6 |
| Reimbursable | \$4.0 |
| Debt | \$0.0 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | | | | | | | | | | | |
| Implementation and Construction | ✓ | ✓ | ✓ | ✓ | | | | | | | |
| Operations Activation | | | | ✓ | | | | | | | |

Rail Passenger Facility State of Good Repair Program (CIP0305)

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

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

Description

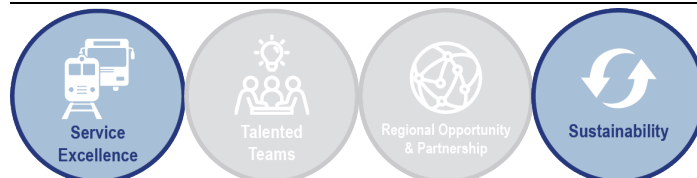
This program repairs and replaces antiquated systems and infrastructure in customer facilities, including ceilings, sewage ejector pumps, and other systems.



Expected Performance Outcome

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

Metro's Goals



Near Term Deliverables

Metro will rehabilitate 10 sewer ejectors at the following stations: Capitol Heights, Morgan Boulevard, Forest Glen, Glenmont, Judiciary Square, Mt. Vernon Sq, Shaw-Howard U, Columbia Heights, Gallery Pl-Chinatown, and Congress Heights.

Cost (\$M)

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$2.0 |
| Planned Investments | (\$M) |
| FY25 | \$7.8 |
| FY26 | \$11.5 |
| FY27 | \$6.9 |
| FY28 | \$0.5 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30)* | \$26.7 |
| 10-Year Total (FY25-FY34) | \$168.9 |
| Beyond FY34 | \$277.8 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$7.8 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

*The six-year costs for this investment were reduced to bring down Metro's administrative costs.

Station Platform Rehabilitation - Phase 4 (CIP0310)

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

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

Description

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



Expected Performance Outcome

Increases lifespan of platforms and station assets. Improves the safety, security, accessibility, and customer experience of above-ground stations measured by the Rail customer injury rate performance target of ≤11.5 customer injuries per 10 million revenue miles (example based on Metro's FY24 target).

Metro's Goals



Near Term Deliverables

Address outstanding items and close out the project.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY24) | \$318.2 |
| FY24 Forecast | \$10.7 |
| Planned Investments | (\$M) |
| FY25 | \$2.9 |
| FY26 | \$5.6 |
| FY27 | \$0.0 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$8.5 |
| 10-Year Total (FY25-FY34) | \$8.5 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$337.5 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$2.9 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | | | | | | | | | | | |
| Implementation and Construction | ✓ | | | | | | | | | | |
| Operations Activation | ✓ | ✓ | ✓ | | | | | | | | |

Bladensburg Bus Garage Replacement (CIP0311)

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

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

Description

This project demolishes and replaces the existing obsolete bus maintenance and operations facility at Bladensburg to improve use and capacity of limited facility space. The new facility, to be designed to achieve LEED certification, will have multiple access points, parking for up to 300 buses and 31 maintenance bays, fueling both diesel and compressed natural gas, and an on-site employee parking lot. The facility will be built to support zero-emission electric vehicles.



Expected Performance Outcome

Provides a new LEED-certified zero-emission bus facility, improving safety, efficiency, maintenance, and operations as measured by the Bus employee injury rate performance target of ≤ 12.4 employee injuries per 200,000 hours worked. Maximizes bus fleet availability per the Bus Fleet performance target of $\geq 8,000$ miles between failures (examples based on Metro's FY24 targets).

Metro's Goals



Near Term Deliverables

Metro anticipates completion of phase one construction of the maintenance building, and proceed to phase two's site preparation and construction of the employee parking structure and bus parking.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY24) | \$122.2 |
| FY24 Forecast | \$110.7 |
| Planned Investments | (\$M) |
| FY25 | \$83.2 |
| FY26 | \$60.8 |
| FY27 | |
| FY28 | \$50.1 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30)* | \$260.2 |
| 10-Year Total (FY25-FY34) | \$260.2 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$493.0 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$72.5 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$10.7 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | | | | | | | | | | | |
| Implementation and Construction | ✓ | ✓ | ✓ | ✓ | ✓ | | | | | | |
| Operations Activation | | | | ✓ | ✓ | | | | | | |

*The six-year costs for this investment were reduced to bring down Metro's administrative costs.

Northern Bus Garage Replacement (CIP0315)

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

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

Description

This project replaces the obsolete Northern Bus Garage to address structural deficiencies and improve use of limited facility space. The new facility will be designed to achieve LEED certification and retain the historical façade, provide multiple access points and parking for approximately 150 buses, and incorporate potential retail or public space. The facility will be built to support the operation of 100% of the zero-emissions buses when it reopens.



Expected Performance Outcome

Provides a new LEED-certified zero-emission bus facility, improving safety, efficiency, maintenance, and operations as measured by the Bus employee injury rate performance target of ≤ 12.4 employee injuries per 200,000 hours worked. Maximizes bus fleet availability per the Bus Fleet performance target of $\geq 8,000$ miles between failures (example based on Metro's FY24 targets). Offers potential retail space for revenue generation and public space.

Metro's Goals



Near Term Deliverables

Metro will advance the project through construction activities (e.g., foundation, structure, facility, and industrial equipment) and that will preserve the historic façade.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY24) | \$140.7 |
| FY24 Forecast | \$152.1 |
| Planned Investments | (\$M) |
| FY25 | \$144.9 |
| FY26 | \$134.3 |
| FY27 | \$87.3 |
| FY28 | \$16.7 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30)* | \$383.3 |
| 10-Year Total (FY25-FY34) | \$383.3 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$676.1 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|---------|
| Federal Grants | \$141.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$3.9 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | | | | | | | | | | | |
| Implementation and Construction | ✓ | ✓ | ✓ | ✓ | ✓ | | | | | | |
| Operations Activation | | | | | ✓ | | | | | | |

*The six-year costs for this investment were reduced to bring down Metro's administrative costs.

Capital Program Financial Support (CIP0324)

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

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

Description

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



Expected Performance Outcome

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

Metro's Goals



Near Term Deliverables

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

Cost (\$M)

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$0.4 |
| Planned Investments | (\$M) |
| FY25 | \$3.0 |
| FY26 | \$2.9 |
| FY27 | \$2.6 |
| FY28 | \$2.4 |
| FY29 | \$2.2 |
| FY30 | \$2.0 |
| 6-Year Total (FY25-FY30) | \$15.0 |
| 10-Year Total (FY25-FY34) | \$23.4 |
| Beyond FY34 | \$0.0 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$3.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

Information Technology Data Center (CIP0330)

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

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

Description

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



Expected Performance Outcome

A secure off-premises data center facility is required to improve reliability, optimize operations, and ensure the sustainability of critical Metro systems.

Metro's Goals



Near Term Deliverables

Metro will continue to maintain installed servers, racks, telecommunications, and networking equipment at the off-premises data center.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY24) | \$98.4 |
| FY24 Forecast | \$22.4 |
| Planned Investments | (\$M) |
| FY25 | \$2.1 |
| FY26 | \$2.6 |
| FY27 | \$0.0 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$4.6 |
| 10-Year Total (FY25-FY34) | \$4.6 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$125.4 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$2.1 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | | | | | | | | | | | |
| Implementation and Construction | ✓ | ✓ | ✓ | | | | | | | | |
| Operations Activation | ✓ | ✓ | ✓ | | | | | | | | |

Enterprise Resource Planning Software Replacement (CIP0331)

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

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

Description

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



Expected Performance Outcome

Improves efficiency and effectiveness of business operations and processes. Synchronizes information and streamlines critical financial and reporting compliance across Metro.

Metro's Goals



Near Term Deliverables

Initiate the configuration and testing of the new ERP system for Human Capital Management, Financials, Procurement, Projects & Grants, and Risk Management modules.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY24) | \$8.4 |
| FY24 Forecast | \$41.4 |
| Planned Investments | (\$M) |
| FY25 | |
| FY26 | \$50.0 |
| FY27 | \$60.9 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$176.9 |
| 10-Year Total (FY25-FY34) | \$176.9 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$226.7 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRII/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | ✓ | | | | | | | | | | |
| Implementation and Construction | ✓ | ✓ | ✓ | | | | | | | | |
| Operations Activation | | | ✓ | ✓ | | | | | | | |

Fiber Optic Cable Installation (CIP0332)

Initiative Type: Project
Category: Rail Systems
Location: Systemwide

Mode: Systemwide
Program: Signals & Communications
Federal Participation (all years): No

Description

This project installs fiber optic cable, replacing outdated copper wiring connecting adjoining communication rooms along the rail right-of-way (ROW) throughout the rail system. It also determines the appropriate strategy for installing fiber optic cabling to ancillary rooms such as traction power substations, low voltage power rooms, vent shafts, and tie breaker stations. This project provides the backbone for implementation of other investments such as Radio Infrastructure Replacement.



Expected Performance Outcome

Increased bandwidth, speed, and reliability, allowing Metro to upgrade communication infrastructure to modern equipment requiring fiber-optic connectivity. New cabling will improve Metro's ability to monitor assets remotely, increasing maintenance efficiency.

Metro's Goals



Near Term Deliverables

Metro will advance the installation of fiber throughout the system.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY24) | \$109.4 |
| FY24 Forecast | \$107.9 |
| Planned Investments | (\$M) |
| FY25 | \$117.1 |
| FY26 | \$33.0 |
| FY27 | \$20.0 |
| FY28 | \$34.9 |
| FY29 | \$31.2 |
| FY30 | \$5.4 |
| 6-Year Total (FY25-FY30)* | \$241.7 |
| 10-Year Total (FY25-FY34) | \$241.7 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$459.0 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|---------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$117.1 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | | | | | | | | | | | |
| Implementation and Construction | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | | | |
| Operations Activation | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | | | |

*The six-year costs for this investment were reduced to bring down Metro's administrative costs.

Office Consolidation - District of Columbia (CIP0335)

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

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

Description

As part of Metro's regional office consolidation plan, this project funds the construction of a DC office building at 300 7th St. SW. The new site will be renovated to modern workplace standards, including new commercial amenities on the ground floor to activate the streetscape and benefit the community. In addition, Metro will improve the exterior appearance and add three floors, creating space for leases to generate additional revenue. The building achieved LEED Platinum status in September of 2023.



Expected Performance Outcome

Modernizes office space for employees by incorporating the latest life-safety and energy management systems to increase employee safety and reduce energy use. Improves workplace quality and employee experience.

Metro's Goals



Near Term Deliverables

Metro will continue construction to move the chiller that was at the Jackson Graham Office Building. Metro will make the final payments related to the construction of the DC office building at L'Enfant Plaza.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|----------------|
| Expenditure Life to Date (up to FY24) | \$274.6 |
| FY24 Forecast | \$15.9 |
| Planned Investments | (\$M) |
| FY25 | \$7.3 |
| FY26 | \$3.1 |
| FY27 | \$0.0 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$10.4 |
| 10-Year Total (FY25-FY34) | \$10.4 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$300.9 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$7.3 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | | | | | | | | | | | |
| Implementation and Construction | ✓ | ✓ | ✓ | | | | | | | | |
| Operations Activation | ✓ | ✓ | ✓ | | | | | | | | |

Office Consolidation - Virginia (CIP0337)

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

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

Description

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



Expected Performance Outcome

Modernizes office space for employees by incorporating the latest life-safety and energy management systems to increase employee safety and reduce energy use. Improves workplace quality and employee experience.

Metro's Goals



Near Term Deliverables

Metro will make the final payments related to the construction of the new administrative office building located at Eisenhower Avenue in Virginia, including the relocation of the Metro Integrated Command and Communications (MICC) Control Center.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY24) | \$265.3 |
| FY24 Forecast | \$22.4 |
| Planned Investments | (\$M) |
| FY25 | \$2.6 |
| FY26 | \$1.6 |
| FY27 | \$0.0 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$4.2 |
| 10-Year Total (FY25-FY34) | \$4.2 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$292.0 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$2.6 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | | | | | | | | | | | |
| Implementation and Construction | ✓ | ✓ | ✓ | | | | | | | | |
| Operations Activation | ✓ | ✓ | ✓ | | | | | | | | |

Office Consolidation - Maryland (CIP0338)

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

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

Description

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



Expected Performance Outcome

Modernizes office space for employees by incorporating the latest life-safety and energy management systems to increase employee safety and reduce energy use. Improves workplace quality and employee experience.

Metro's Goals



Near Term Deliverables

Metro will make the final payments related to the construction of the new administrative office building located at New Carrollton in Maryland.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY24) | \$204.4 |
| FY24 Forecast | \$3.6 |
| Planned Investments | (\$M) |
| FY25 | \$0.0 |
| FY26 | \$1.1 |
| FY27 | \$0.0 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$1.1 |
| 10-Year Total (FY25-FY34) | \$1.1 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$209.2 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | | | | | | | | | | | |
| Implementation and Construction | ✓ | | ✓ | | | | | | | | |
| Operations Activation | ✓ | | ✓ | | | | | | | | |

Rail Station Emergency Egress Improvements (CIP0339)

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

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

Description

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



Expected Performance Outcome

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

Metro's Goals



Near Term Deliverables

Metro will survey emergency egress routes throughout rail stations systemwide and examine options to prevent obstruction of emergency hatches.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$1.2 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$0.4 |
| Planned Investments | (\$M) |
| FY25 | \$1.2 |
| FY26 | \$0.6 |
| FY27 | \$0.9 |
| FY28 | \$3.5 |
| FY29 | \$7.5 |
| FY30 | \$8.8 |
| 6-Year Total (FY25-FY30) | \$22.4 |
| 10-Year Total (FY25-FY34) | \$38.1 |
| Beyond FY34 | \$0.0 |

Rail System Standpipe Replacement Program (CIP0341)

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

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

Description

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



Expected Performance Outcome

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

Metro's Goals



Near Term Deliverables

Metro plans to replace dry standpipes in stations and tunnels that have reached the end of their useful lives.

Cost (\$M)

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$10.2 |
| Planned Investments | (\$M) |
| FY25 | \$13.3 |
| FY26 | \$11.7 |
| FY27 | \$6.5 |
| FY28 | \$9.8 |
| FY29 | \$3.3 |
| FY30 | \$7.8 |
| 6-Year Total (FY25-FY30) | \$52.4 |
| 10-Year Total (FY25-FY34) | \$182.7 |
| Beyond FY34 | \$95.8 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$10.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$3.3 |

Information Technology Hardware State of Good Repair (CIP0342)

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

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

Description

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



Expected Performance Outcome

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

Metro's Goals



Near Term Deliverables

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

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$17.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$17.1 |
| Planned Investments | (\$M) |
| FY25 | \$17.0 |
| FY26 | \$23.3 |
| FY27 | \$23.8 |
| FY28 | \$24.3 |
| FY29 | \$24.8 |
| FY30 | \$25.3 |
| 6-Year Total (FY25-FY30) | \$138.4 |
| 10-Year Total (FY25-FY34) | \$245.3 |
| Beyond FY34 | \$0.0 |

Accounting Capital Program Support (CIP0347)

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

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

Description

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



Expected Performance Outcome

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

Metro's Goals



Near Term Deliverables

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

Cost (\$M)

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$2.3 |
| Planned Investments | (\$M) |
| FY25 | \$2.4 |
| FY26 | \$2.2 |
| FY27 | \$2.0 |
| FY28 | \$1.8 |
| FY29 | \$1.6 |
| FY30 | \$1.5 |
| 6-Year Total (FY25-FY30) | \$11.5 |
| 10-Year Total (FY25-FY34) | \$18.0 |
| Beyond FY34 | \$0.0 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRII/RSI Grants | \$0.0 |
| System Performance | \$2.4 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

Aerial Structure Rehabilitation A (CIP0348)

Initiative Type: Project

Category: Track and Structures Rehabilitation

Location: Systemwide

Mode: Rail

Program: Structures

Federal Participation (all years): No

Description

This project rehabilitates structural and system components of nine aerial structures, and the station platform canopy at Rockville Station. The list of bridges and aerial structures includes: Minnesota Avenue Structure, Grosvenor Aerial Structure, West Hyattsville Aerial Structure, Branch Avenue Bridge (A & B), Cameron Run Bridge, Eisenhower Avenue Bridge, Naylor Road Aerial Structure, and South Van Dorn Street Bridge.



Expected Performance Outcome

Addresses structural issues on bridges, aerial structures, and the Rockville Station canopy identified during Metro safety inspections. Prevents emergency shutdowns of rail service due to structural deficiencies, improving customer experience.

Metro's Goals



Near Term Deliverables

Metro will complete structural rehabilitation of the Minnesota Avenue aerial structure, Grosvenor aerial structure, and 6 segmental bridges.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY24) | \$91.3 |
| FY24 Forecast | \$27.2 |
| Planned Investments | (\$M) |
| FY25 | \$33.5 |
| FY26 | \$20.3 |
| FY27 | \$0.0 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$53.8 |
| 10-Year Total (FY25-FY34) | \$53.8 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$172.3 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$33.5 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | | | | | | | | | | | |
| Implementation and Construction | ✓ | ✓ | | | | | | | | | |
| Operations Activation | ✓ | ✓ | ✓ | | | | | | | | |

Yellow Line Tunnel and Bridge Rehabilitation (CIP0349)

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

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

Description

This project rehabilitates sections of the tunnel and Potomac River Bridge located between L'Enfant Plaza and Pentagon Metrorail Stations.



Expected Performance Outcome

Prevents failure of the Yellow Line tunnel by addressing structural degradation of the tunnel liner. Extends the lifespan of the tunnel and bridge to maintain the continuity of service and safety of Metro's customers and employees.

Metro's Goals



Near Term Deliverables

Metro will complete close out activities for the rehabilitation of the steel tunnel liner on the Yellow Line between L'Enfant Station and the Potomac River Bridge, structural repairs of the Potomac River Bridge, and upgrades to drainage pumping systems.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|----------------|
| Expenditure Life to Date (up to FY24) | \$332.8 |
| FY24 Forecast | \$12.8 |
| Planned Investments | (\$M) |
| FY25 | \$0.0 |
| FY26 | \$1.6 |
| FY27 | \$0.0 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$1.6 |
| 10-Year Total (FY25-FY34) | \$2.4 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$347.9 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | | | | | | | | | | | |
| Implementation and Construction | ✓ | | ✓ | | | | | | | | |
| Operations Activation | ✓ | | ✓ | | | | | | | | |

Zero Emission Bus Acquisition and Evaluation (CIP0355)

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

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

Description

This project purchases electric buses to transition the fleet to zero emissions technology. The program will inform, guide, and direct Metro's future bus fleet strategy and plans for supporting equipment and infrastructure. As the Zero Emission Bus landscape continues to evolve, technologies other than electric will be evaluated through this project.



Expected Performance Outcome

Provides testing and evaluation program results that will inform and guide Metro's strategy for the future bus fleet. Zero-emission buses are expected to bring value by reducing local air pollution, providing a quieter, smoother ride, and supporting a more livable region.

Metro's Goals



Near Term Deliverables

Metro will take delivery of 12 electric buses, complete charging station equipment installation at Shepherd Parkway Bus Facility, and begin testing of the buses and charging infrastructure.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|----------------|
| Expenditure Life to Date (up to FY24) | \$8.2 |
| FY24 Forecast | \$20.7 |
| Planned Investments | (\$M) |
| FY25 | \$8.6 |
| FY26 | \$6.6 |
| FY27 | \$0.0 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$15.2 |
| 10-Year Total (FY25-FY34) | \$80.2 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$109.2 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$8.6 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | | | | | | | | | | | |
| Implementation and Construction | ✓ | ✓ | ✓ | | | | | | | | |
| Operations Activation | ✓ | ✓ | ✓ | | | | | | | | |

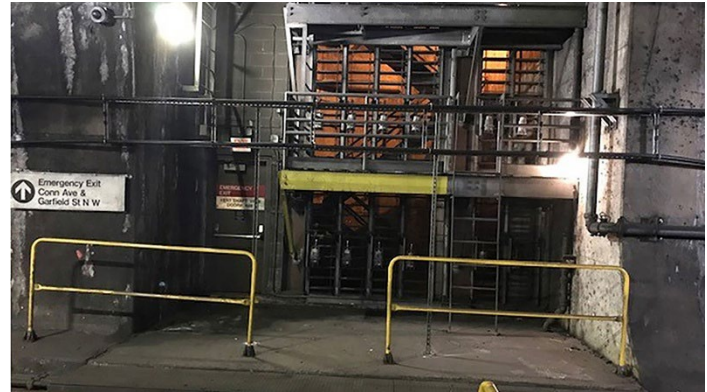
Tunnel Ventilation Improvements - Red Line Pilot (CIP0356)

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

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

Description

The project performs a pilot and evaluation to add ventilation fans and upgrade shaft components. The pilot will be implemented on the Red Line between Woodley Park and Cleveland Park Metrorail Stations.



Expected Performance Outcome

Improves ventilation infrastructure to expel smoke from tunnels in the event of a fire incident.

Metro's Goals



Near Term Deliverables

Metro will complete the Red Line pilot and evaluate its effectiveness while developing a strategy for future systemwide tunnel ventilation improvements.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|---------------|
| Expenditure Life to Date (up to FY24) | \$39.6 |
| FY24 Forecast | \$25.3 |
| Planned Investments | (\$M) |
| FY25 | \$13.0 |
| FY26 | \$9.3 |
| FY27 | \$0.0 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$22.3 |
| 10-Year Total (FY25-FY34) | \$22.3 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$87.2 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$13.0 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | | | | | | | | | | | |
| Implementation and Construction | ✓ | ✓ | ✓ | | | | | | | | |
| Operations Activation | ✓ | ✓ | ✓ | | | | | | | | |

Cybersecurity Legacy Software Improvements (CIP0357)

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

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

Description

This project improves, maintains, and upgrades applications to improve cybersecurity.



Expected Performance Outcome

Improves, maintains, and upgrades existing Metro IT systems and technologies to protect against cybersecurity risks.

Metro's Goals



Near Term Deliverables

Metro will complete security assessments of systems, and modify, upgrade, replace, and decommission technology based on these assessments.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|---------------|
| Expenditure Life to Date (up to FY24) | \$10.4 |
| FY24 Forecast | \$4.8 |
| Planned Investments | (\$M) |
| FY25 | \$4.8 |
| FY26 | \$0.0 |
| FY27 | \$0.0 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$4.8 |
| 10-Year Total (FY25-FY34) | \$4.8 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$20.0 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$4.8 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | | | | | | | | | | | |
| Implementation and Construction | ✓ | ✓ | | | | | | | | | |
| Operations Activation | ✓ | ✓ | | | | | | | | | |

Business Systems State of Good Repair (CIP0358)

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

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

Description

This program supports state of good repair activities for critical business applications including web applications, timekeeping, and financial systems.



Expected Performance Outcome

Provides continuity of operations and data security of critical information software applications.

Metro's Goals



Near Term Deliverables

Metro will continue maintaining and enhancing the portfolio of software applications to meet operating and business requirements.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$20.2 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$15.3 |
| Planned Investments | (\$M) |
| FY25 | \$20.2 |
| FY26 | \$16.7 |
| FY27 | \$15.2 |
| FY28 | \$16.5 |
| FY29 | \$16.3 |
| FY30 | \$17.3 |
| 6-Year Total (FY25-FY30)* | \$102.2 |
| 10-Year Total (FY25-FY34) | \$179.2 |
| Beyond FY34 | \$2.2 |

*The six-year costs for this investment were reduced to bring down Metro's administrative costs.

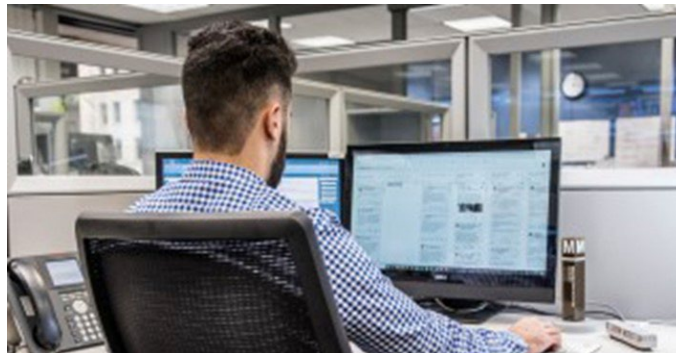
Enterprise Technology Platforms State of Good Repair (CIP0359)

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

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

Description

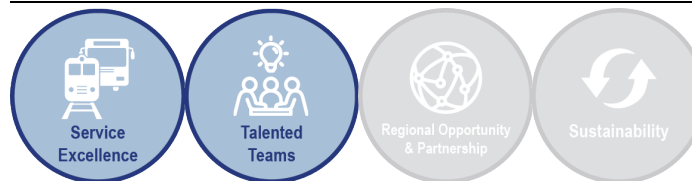
This program supports state of good repair activities for critical enterprise shared services including business intelligence, storing and building data structures, and other enterprise tools.



Expected Performance Outcome

Maintains business operations and processes in a state of good repair. Synchronizes information and streamlines administrative tools and applications across Metro.

Metro's Goals



Near Term Deliverables

Metro will continue implementation of functional improvements, system integrations, data management, reporting, new modules, new applications, and maintaining and enhancing existing applications.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$5.2 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$4.5 |
| Planned Investments | (\$M) |
| FY25 | \$5.2 |
| FY26 | \$4.1 |
| FY27 | \$4.0 |
| FY28 | \$4.0 |
| FY29 | \$3.9 |
| FY30 | \$4.6 |
| 6-Year Total (FY25-FY30) | \$25.8 |
| 10-Year Total (FY25-FY34) | \$48.1 |
| Beyond FY34 | \$0.0 |

Transit Systems State of Good Repair (CIP0360)

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

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

Description

This program supports state of good repair activities for critical transit applications including Bus, Rail, Asset Management, Safety and Metro Transit Police Department (MTPD) systems.



Expected Performance Outcome

Provides Metro with continued support for customer-facing services, including MTPD, safety, geographic information systems, asset management related to engineering and infrastructure assets, fare collection, and other customer-facing websites.

Metro's Goals



Near Term Deliverables

Metro will continue maintaining software systems used by rail operations control center, passenger information displays, Metro Transit Police, and the Safety department.

Cost (\$M)

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$9.7 |
| Planned Investments | (\$M) |
| FY25 | \$13.8 |
| FY26 | \$13.9 |
| FY27 | \$14.2 |
| FY28 | \$12.9 |
| FY29 | \$10.4 |
| FY30 | \$10.7 |
| 6-Year Total (FY25-FY30)* | \$75.8 |
| 10-Year Total (FY25-FY34) | \$123.2 |
| Beyond FY34 | \$0.3 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$13.8 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

*The six-year costs for this investment were reduced to bring down Metro's administrative costs.

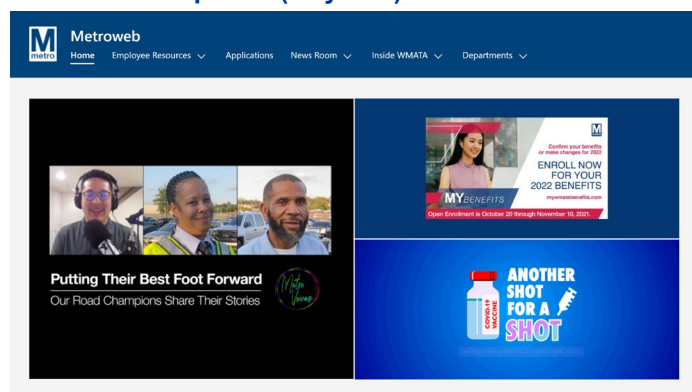
Service Oriented Architecture (SOA) Program (CIP0361)

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

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

Description

Service-Oriented Architecture (SOA) application platform enables organizations to share independent services to accomplish business goals. SOA enables the development of applications to be more efficient and secure. This supports the ability to adjust applications to align with changing business needs.



Expected Performance Outcome

Service-Oriented Architecture (SOA) aligns IT systems with business goals through automation, reducing integration costs and enhancing coordination.

Metro's Goals



Near Term Deliverables

Metro will continue maintaining and improving its Service-Oriented Architecture (SOA) services and systems to meet operating and business requirements.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$1.6 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$1.6 |
| Planned Investments | (\$M) |
| FY25 | \$1.6 |
| FY26 | \$1.5 |
| FY27 | \$1.5 |
| FY28 | \$1.4 |
| FY29 | \$1.2 |
| FY30 | \$1.3 |
| 6-Year Total (FY25-FY30) | \$8.5 |
| 10-Year Total (FY25-FY34) | \$14.1 |
| Beyond FY34 | \$0.0 |

Aerial Structure Rehabilitation B (CIP0370)

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

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

Description

This project rehabilitates structural and system components of priority bridges and aerial structures systemwide.



Expected Performance Outcome

Address findings on aerial structures identified during Metro safety inspections. Prevents emergency shutdowns of rail service due to structural deficiencies.

Metro's Goals



Near Term Deliverables

Metro will identify priority bridges for design and repair.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|---------------|
| Expenditure Life to Date (up to FY24) | \$0.6 |
| FY24 Forecast | \$0.9 |
| Planned Investments | (\$M) |
| FY25 | \$0.0 |
| FY26 | \$3.0 |
| FY27 | \$16.0 |
| FY28 | \$29.0 |
| FY29 | \$6.9 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$55.0 |
| 10-Year Total (FY25-FY34) | \$55.0 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$56.5 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | | | | | | | | | | | |
| Implementation and Construction | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | | | | |
| Operations Activation | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | | | | |

West Falls Church Development (CIP0371)

Initiative Type: Project
Category: Business & Operations Support
Location: West Falls Church Rail Station

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

Description

This project redevelops the West Falls Church Metrorail Station parking lots and reconfigures the bus loop and kiss and ride at the station to create a street grid and connecting roads as part of a joint development.



Expected Performance Outcome

Increase ridership and improve station access and the customer experience.

Metro's Goals



Near Term Deliverables

Metro will continue development and evaluation activities, including design for construction.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|-------|
| Expenditure Life to Date (up to FY24) | \$0.0 |
| FY24 Forecast | \$0.2 |
| Planned Investments | (\$M) |
| FY25 | \$0.2 |
| FY26 | \$1.0 |
| FY27 | \$1.7 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$2.9 |
| 10-Year Total (FY25-FY34) | \$2.9 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$3.0 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.2 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | ✓ | ✓ | | | | | | | | | |
| Implementation and Construction | | | ✓ | ✓ | | | | | | | |
| Operations Activation | | | | ✓ | | | | | | | |

Infrastructure Improvements Solar Power Installation (CIP0374)

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

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

Description

To support the installation of solar panels at Metro parking garages and surface lots, this project completes state of good repair activities and installation of lights and cameras.



Expected Performance Outcome

Improve parking experience by providing covered parking (shade and protection from weather.)

Metro's Goals



Near Term Deliverables

Metro will complete the required ancillary improvements at Cheverly, Anacostia, Southern, and Naylor Road parking garages and/or surface lots to support solar installations.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|---------------|
| Expenditure Life to Date (up to FY24) | \$11.4 |
| FY24 Forecast | \$4.5 |
| Planned Investments | (\$M) |
| FY25 | \$0.2 |
| FY26 | \$0.0 |
| FY27 | \$0.0 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$0.2 |
| 10-Year Total (FY25-FY34) | \$0.2 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$16.1 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.2 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | | | | | | | | | | | |
| Implementation and Construction | ✓ | ✓ | | | | | | | | | |
| Operations Activation | ✓ | ✓ | | | | | | | | | |

Shaft Structural Rehabilitation - 7 Shafts (CIP0375)

Initiative Type: Project

Category: Track and Structures Rehabilitation

Location: Systemwide

Mode: Systemwide

Program: Structures

Federal Participation (all years): No

Description

This project rehabilitates seven shafts to address damage to the structure from water infiltration, including repairs to grouting, concrete, ladders, stairs, electrical equipment, bollards, and drainage systems.



Expected Performance Outcome

Addresses the state of good repair deficiencies to bring these assets into good working order, mitigating the risk of failure and injury to employees and customers.

Metro's Goals



Near Term Deliverables

Metro will continue the remediation of seven shafts; six on the Red Line and one on the Green Line.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|--------|
| Expenditure Life to Date (up to FY24) | \$1.2 |
| FY24 Forecast | \$3.0 |
| Planned Investments | (\$M) |
| FY25 | \$22.3 |
| FY26 | \$28.5 |
| FY27 | \$11.0 |
| FY28 | \$9.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30)* | \$70.7 |
| 10-Year Total (FY25-FY34) | \$70.7 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$75.0 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$22.3 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | ✓ | | | | | | | | | | |
| Implementation and Construction | ✓ | ✓ | ✓ | ✓ | ✓ | | | | | | |
| Operations Activation | | | | ✓ | ✓ | | | | | | |

*The six-year costs for this investment were reduced to bring down Metro's administrative costs.

Western Bus Garage Replacement (CIP0376)

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

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

Description

This project replaces the obsolete Western Bus Garage maintenance and operations facility to improve use and capacity of limited facility space. The new facility, designed to achieve LEED certification, will support full implementation of 100% electric vehicles, multiple access points, bus parking, and maintenance bays.



Expected Performance Outcome

Provides a new LEED-certified bus facility that will improve bus safety as measured by the Safety performance target of ≤ 12.4 employee injuries per 200,000 hours worked, and efficiency, maintenance and operations as measured by the Bus Fleet Reliability performance target of $\geq 8,000$ miles between failure (examples based on Metro's FY24 targets).

Metro's Goals



Near Term Deliverables

Metro will continue the planning, preliminary design and National Environmental Policy Act (NEPA) review process for Western Bus Garage replacement.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY24) | \$47.1 |
| FY24 Forecast | \$3.0 |
| Planned Investments | (\$M) |
| FY25 | \$1.7 |
| FY26 | \$0.0 |
| FY27 | \$0.0 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$1.7 |
| 10-Year Total (FY25-FY34) | \$301.2 |
| Beyond FY34 | \$350.5 |
| Total Estimated Investment | \$701.8 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$1.7 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | ✓ | ✓ | | | | | | ✓ | | | |
| Implementation and Construction | | | | | | | | ✓ | ✓ | ✓ | ✓ |
| Operations Activation | | | | | | | | | | ✓ | ✓ |

Silver Line Phase 2 Defects Remediation (CIP0379)

Initiative Type: Program
Category: Stations and Passenger Facilities
Location: Silver Line Phase 2

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

Description

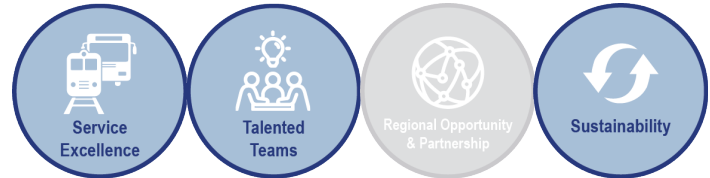
This investment is needed to address known defects with Silver Line Phase 2, to be funded through the trust account between the Metropolitan Washington Airports Authority (MWAA) and Metro.



Expected Performance Outcome

Addresses known defects to the sanitary lift station preventing safety incidents and keep assets in a state of good repair.

Metro's Goals



Near Term Deliverables

Metro will assess damages and expected repairs for the sanitary lift station at Dulles Railyard, and address heat tape deficiencies along Phase 2 of the Silver Line.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRII/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$8.7 |

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$0.2 |
| Planned Investments | (\$M) |
| FY25 | \$8.7 |
| FY26 | \$0.4 |
| FY27 | \$0.0 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$9.1 |
| 10-Year Total (FY25-FY34) | \$33.1 |
| Beyond FY34 | \$0.0 |

Advanced Signaling System Project Development (CIP0380)

Initiative Type: Project
Category: Rail Systems
Location: Systemwide

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

Description

Development of the project implementation plan and preliminary supplier engagement plan for the new advanced signaling system and platform screen doors. This will involve development of procurement materials as well as a platform screen door pilot, design for studies and assessments needed prior to construction.



Expected Performance Outcome

Develops a Strategic Program Implementation Plan for advanced signaling systems and platform screen doors.

Metro's Goals



Near Term Deliverables

Complete program development activities including: establish the overall program objectives/goals, implementation strategy, cost, and forecasted program schedule. Design and develop a pilot of platform screen doors at an indoor and outdoor rail station.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|-----------|
| Expenditure Life to Date (up to FY24) | \$0.0 |
| FY24 Forecast | \$6.7 |
| Planned Investments | (\$M) |
| FY25 | \$10.5 |
| FY26 | \$19.5 |
| FY27 | \$162.0 |
| FY28 | \$35.3 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$227.4 |
| 10-Year Total (FY25-FY34) | \$996.8 |
| Beyond FY34 | \$8,043.7 |
| Total Estimated Investment | \$9,047.2 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$10.5 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | ✓ | ✓ | ✓ | ✓ | ✓ | | | | | | |
| Implementation and Construction | | ✓ | ✓ | ✓ | ✓ | | | | ✓ | ✓ | ✓ |
| Operations Activation | | | | | | | | | | | |

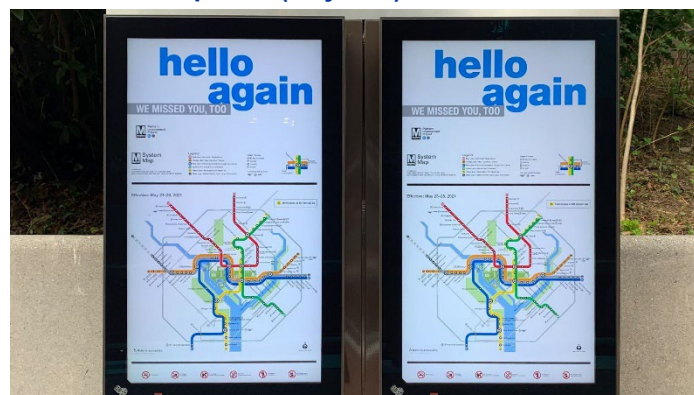
Content Management System Upgrade (CIP0382)

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

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

Description

This project addresses the need for Metro to upgrade its digital communications technology used for bus, rail, and web searches to streamline passenger information across channels.



Expected Performance Outcome

This project will provide a digital content management system to provide content to digital displays throughout the Metro, Rail, Bus, Web, and Administrative system.

Metro's Goals



Near Term Deliverables

Begin survey of potential technology and product solutions to procure the best product to meet Metro's needs and begin to collect business requirements.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$2.6 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------------------|--------|
| Expenditure Life to Date (up to FY24) | \$0.0 |
| FY24 Forecast | \$1.1 |
| Planned Investments | (\$M) |
| FY25 | \$2.6 |
| FY26 | \$2.4 |
| FY27 | \$3.7 |
| FY28 | \$3.7 |
| FY29 | \$3.7 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$16.1 |
| 10-Year Total (FY25-FY34) | \$16.1 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$17.2 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | ✓ | ✓ | | | | | | | | | |
| Implementation and Construction | | ✓ | ✓ | ✓ | ✓ | | | | | | |
| Operations Activation | | | | ✓ | ✓ | ✓ | | | | | |

Cinderbed Electric Bus Garage (CIP0383)

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

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

Description

The electrification infrastructure and facility upgrades will support 100% ZEB bus operations at the existing Cinder Bed Bus Garage. This will include service delivery reconfiguration and support Metrobus routes that provide critical service to Equity Riders, defined as users from marginalized backgrounds, such as people of color, low-income individuals, and those with disabilities. It will also address the corresponding construction to satisfy the infrastructure enhancements to meet the requirement for a garage to support the electric bus fleet.



Expected Performance Outcome

Provides a LEED-certified bus facility that will reduce associated energy consumption and operating costs and improve bus safety, efficiency, maintenance, and operations as measured by the Bus employee injury rate performance target of ≤ 12.4 employee injuries per 200,000 hours worked. Maximizes bus fleet availability per the Bus Fleet performance target of $\geq 8,000$ miles between failures (examples based on Metro's FY24 targets).

Metro's Goals



Near Term Deliverables

Install necessary equipment (ex., charging cabinets, transformers, switchgears, overhead pantograph chargers, and hundreds of feet of conduit that will route and support the transfer of electricity and communications between equipment) and infrastructure at Cinder Bed Bus Garage.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY24) | \$0.0 |
| FY24 Forecast | \$1.7 |
| Planned Investments | (\$M) |
| FY25 | \$2.9 |
| FY26 | \$41.0 |
| FY27 | \$45.3 |
| FY28 | \$37.8 |
| FY29 | \$21.6 |
| FY30 | \$13.6 |
| 6-Year Total (FY25-FY30) | \$162.1 |
| 10-Year Total (FY25-FY34) | \$162.1 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$163.8 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$2.9 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | ✓ | ✓ | | | | | | | | | |
| Implementation and Construction | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | | | |
| Operations Activation | | | | | | ✓ | ✓ | | | | |

Information Technology Investments (CIP0384)

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

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

Description

This program develops multiple new information technology investment needs to address Metro needs.



Expected Performance Outcome

Multiple improvements to enhance the employee and customer experience through streamlining human capital applications, centralizing Metro's call center, and improving the functions in the public participation management system, all contributing to Metro's efficient administrative functions.

Metro's Goals



Near Term Deliverables

Project development and requirements gathering for Consolidated Call Center, Public Participation Management System, and Microsoft Modernization.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|-------|
| Expenditure Life to Date (up to FY24) | \$0.0 |
| FY24 Forecast | \$4.3 |
| Planned Investments | (\$M) |
| FY25 | \$1.2 |
| FY26 | \$0.1 |
| FY27 | \$0.0 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$1.2 |
| 10-Year Total (FY25-FY34) | \$1.2 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$5.6 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$1.2 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | ✓ | ✓ | | | | | | | | | |
| Implementation and Construction | ✓ | ✓ | | | | | | | | | |
| Operations Activation | | ✓ | ✓ | | | | | | | | |

Enterprise Video Operations Program (CIP0386)

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

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

Description

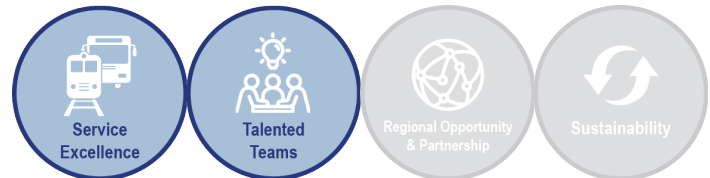
This program provides Metro with an integrated video surveillance and operations system, installing new cameras and updating backend systems to support camera operations.



Expected Performance Outcome

Provides monitoring of stations and facilities across the system to enhance safety, deter crime, advance integrated communication, and maintain proper functioning of assistance devices.

Metro's Goals



Near Term Deliverables

Advance creation of an enterprise-wide video system, cameras and routers on 6000-series railcars, and upgraded storage and routers for video transmission on 7000-series railcars.

Cost (\$M)

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$1.0 |
| Planned Investments | (\$M) |
| FY25 | \$2.3 |
| FY26 | \$12.5 |
| FY27 | \$12.5 |
| FY28 | \$12.5 |
| FY29 | \$12.5 |
| FY30 | \$12.5 |
| 6-Year Total (FY25-FY30) | \$64.8 |
| 10-Year Total (FY25-FY34) | \$74.3 |
| Beyond FY34 | \$0.0 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$2.3 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

D&E Fixed Rail Improvements (CIP8011)

Initiative Type: Program

Category: Track and Structures Rehabilitation

Location: Systemwide

Mode: Rail

Program: Fixed Rail

Federal Participation (all years): No

Description

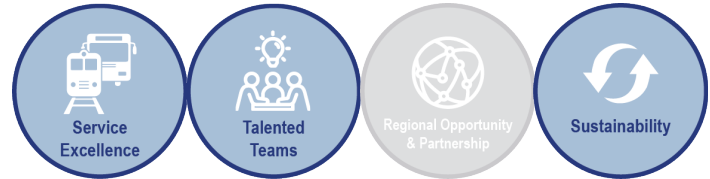
This program supports the development and evaluation of new initiatives associated with railway improvements.



Expected Performance Outcome

Supports efforts to develop and evaluate potential solutions to emerging needs before committing to larger investments.

Metro's Goals



Near Term Deliverables

Metro will continue to study the benefits of composite ties and the implications of removing track curve restraining rails from select curves.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.3 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$0.7 |
| Planned Investments | (\$M) |
| FY25 | \$0.3 |
| FY26 | \$0.5 |
| FY27 | \$0.0 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$0.8 |
| 10-Year Total (FY25-FY34) | \$95.9 |
| Beyond FY34 | \$97.1 |

D&E Track Structures Improvements (CIP8013)

Initiative Type: Program

Category: Track and Structures Rehabilitation

Location: Systemwide

Mode: Rail

Program: Structures

Federal Participation (all years): No

Description

This program supports Metro's efforts to complete surveys, studies, engineering, and design tasks for track and structure capital initiatives.



Expected Performance Outcome

Supports efforts to develop and evaluate potential solutions for emerging track and structural needs before committing to larger investments.

Metro's Goals



Near Term Deliverables

Metro will continue to procure engineering support for maintenance-of-way modernization

Cost (\$M)

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$2.6 |
| Planned Investments | (\$M) |
| FY25 | \$1.2 |
| FY26 | \$1.7 |
| FY27 | \$0.8 |
| FY28 | \$0.8 |
| FY29 | \$0.7 |
| FY30 | \$0.6 |
| 6-Year Total (FY25-FY30) | \$5.8 |
| 10-Year Total (FY25-FY34) | \$28.3 |
| Beyond FY34 | \$11.9 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$1.2 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

Future Bus Maint/Overhaul Proj (CIP8024)

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

Mode: Systemwide
Program: Maintenance/Overhaul
Federal Participation (all years): TBD

Description

This program supports the development of converting future bus maintenance facilities to meet the needs of maintaining an electric bus fleet. This program also supports future needs related to planning, training and operational support for Zero-Emission buses.



Expected Performance Outcome

Supports efforts to develop and evaluate potential solutions to emerging needs before committing to larger future investments.

Metro's Goals



Near Term Deliverables

Continued development and evaluation of necessary bus garage facility improvements to support electric vehicle operations.

Cost (\$M)

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$0.0 |
| Planned Investments | (\$M) |
| FY25 | \$1.0 |
| FY26 | \$6.9 |
| FY27 | \$13.0 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$20.9 |
| 10-Year Total (FY25-FY34) | \$347.7 |
| Beyond FY34 | \$683.1 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$1.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

D&E Information Technology Improvements (CIP8029)

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

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

Description

This program identifies emerging information technology needs and develops and evaluates potential capital initiatives.



Expected Performance Outcome

Supports efforts to develop and evaluate potential solutions to emerging information technology needs before committing to larger investments.

Metro's Goals



Near Term Deliverables

Metro will formulate proposed solutions to critical technology needs including Employee Health and Wellness Applications and Enterprise Identity and Access Management and other technology projects.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$4.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$4.2 |
| Planned Investments | (\$M) |
| FY25 | \$4.0 |
| FY26 | \$9.5 |
| FY27 | \$9.5 |
| FY28 | \$4.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$27.0 |
| 10-Year Total (FY25-FY34) | \$51.1 |
| Beyond FY34 | \$6.0 |

Future Information Technology Projects (CIP8030)

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

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

Description

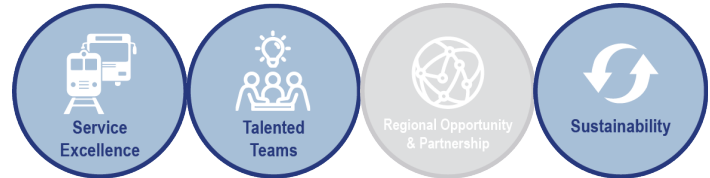
This program identifies new information technology investment needs with the potential to develop into future projects based on outcomes of the development and evaluation process.



Expected Performance Outcome

Identifies potential future investments as development and evaluation efforts are undertaken to assess alternatives.

Metro's Goals



Near Term Deliverables

Project development and requirements gathering for a replacement of Paratransit scheduling system and upgrade to the asset management application.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.1 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$0.0 |
| Planned Investments | (\$M) |
| FY25 | \$0.1 |
| FY26 | \$2.7 |
| FY27 | \$11.2 |
| FY28 | \$20.9 |
| FY29 | \$9.7 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$44.6 |
| 10-Year Total (FY25-FY34) | \$97.2 |
| Beyond FY34 | \$9.1 |

Future Support Equipment Projects (CIP8034)

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

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

Description

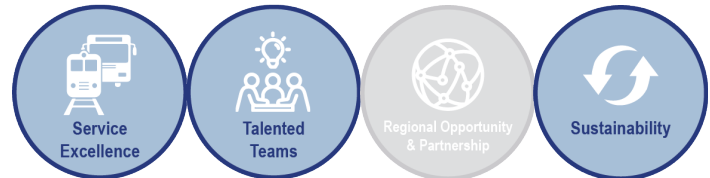
This program identifies investment needs for equipment and services that have the potential to develop into future projects, based on outcomes of the development and evaluation process.



Expected Performance Outcome

Identifies potential future investments as development and evaluation efforts are undertaken to assess alternatives.

Metro's Goals



Near Term Deliverables

Metro will purchase medical equipment for the Occupational Health and Wellness Department and complete requirements development to consolidate training into a central location.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.3 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------|---------|
| FY24 Forecast | \$0.4 |
| Planned Investments | (\$M) |
| FY25 | \$0.3 |
| FY26 | \$7.3 |
| FY27 | \$38.4 |
| FY28 | \$55.8 |
| FY29 | \$0.5 |
| FY30 | \$0.5 |
| 6-Year Total (FY25-FY30) | \$102.8 |
| 10-Year Total (FY25-FY34) | \$144.2 |
| Beyond FY34 | \$20.0 |

Planning Support for the District of Columbia (CRB0005)

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

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

Description

This program facilitates planning and design of potential future transit projects and transit-oriented development efforts which create pedestrian-oriented, mixed-use communities centered around Metro stations. This also includes other projects that are of priority interest to Metro and the District of Columbia.



Expected Performance Outcome

Facilitates improvements in station circulation, station access, regional transportation planning, and joint development activities that are of mutual interest to Metro and the District of Columbia.

Metro's Goals



Near Term Deliverables

Planning for transit-oriented development in the District of Columbia. Metro will also coordinate planning requirements for other station passenger circulation improvements, joint developments, rail improvements, and bus facilities as requested by the District of Columbia.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$1.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$1.9 |
| Planned Investments | (\$M) |
| FY25 | \$1.0 |
| FY26 | \$1.0 |
| FY27 | \$1.0 |
| FY28 | \$1.0 |
| FY29 | \$1.0 |
| FY30 | \$1.0 |
| 6-Year Total (FY25-FY30) | \$6.0 |
| 10-Year Total (FY25-FY34) | \$10.0 |
| Beyond FY34 | \$0.0 |

Planning Support for Maryland Jurisdictions (CRB0009)

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

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

Description

This program facilitates planning and design of potential future transit projects and transit-oriented development efforts which create pedestrian-oriented, mixed-use communities centered around Metro stations. This also includes other projects that are of priority interest to Metro and Maryland jurisdictions.



Expected Performance Outcome

Facilitates improvements in station circulation, station access, regional transportation planning, and joint development activities that are of mutual interest to Metro and the Maryland jurisdictions.

Metro's Goals



Near Term Deliverables

Planning for transit-oriented development in Maryland. Metro will also coordinate planning requirements for other station passenger circulation improvements, joint developments, rail improvements, and bus facilities as requested by localities in Maryland.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$1.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$1.4 |
| Planned Investments | (\$M) |
| FY25 | \$1.0 |
| FY26 | \$1.0 |
| FY27 | \$1.0 |
| FY28 | \$1.0 |
| FY29 | \$1.0 |
| FY30 | \$1.0 |
| 6-Year Total (FY25-FY30) | \$6.0 |
| 10-Year Total (FY25-FY34) | \$10.0 |
| Beyond FY34 | \$0.0 |

Planning Support for Virginia Jurisdictions (CRB0018)

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

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

Description

This program facilitates planning and design of potential future transit projects and transit-oriented development efforts which create pedestrian-oriented, mixed-use communities centered around Metro stations. This also includes other projects that are of priority interest to Metro and the Commonwealth of Virginia jurisdictions.



Expected Performance Outcome

Facilitates improvements in station circulation, station access, regional transportation planning, and joint development activities that are of mutual interest to Metro and the Commonwealth of Virginia jurisdictions.

Metro's Goals



Near Term Deliverables

Planning for transit-oriented development in Virginia. Metro will also coordinate planning requirements for other station passenger circulation improvements, joint developments, rail improvements, and bus facilities as requested by localities in Virginia.

Cost (\$M)

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$1.0 |
| Debt | \$0.0 |

| Investments | (\$M) |
|---------------------------|--------|
| FY24 Forecast | \$1.1 |
| Planned Investments | (\$M) |
| FY25 | \$1.0 |
| FY26 | \$1.0 |
| FY27 | \$1.0 |
| FY28 | \$1.0 |
| FY29 | \$1.0 |
| FY30 | \$1.0 |
| 6-Year Total (FY25-FY30) | \$6.0 |
| 10-Year Total (FY25-FY34) | \$10.0 |
| Beyond FY34 | \$0.0 |

Silver Line Phase 1 Railcars (CRB0019_19)

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

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

Description

This project acquires 64 new 7000-series railcars for Phase 1 construction of the Silver Line. The railcars are funded by the Metropolitan Washington Airports Authority (MWAA).



Expected Performance Outcome

Provides additional railcars necessary for the Phase 1 portion of the new Silver Line rail service. All railcars have been received.

Metro's Goals



Near Term Deliverables

Metro will complete the performance metrics payments and commence final acceptance payments, receiving equipment, as-built drawings, user education program, and finalized operation and maintenance manuals, and spare parts catalogs for 64 railcars.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|--------|
| Expenditure Life to Date (up to FY24) | \$16.8 |
| FY24 Forecast | \$8.7 |
| Planned Investments | (\$M) |
| FY25 | \$4.0 |
| FY26 | \$4.0 |
| FY27 | \$4.4 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$12.4 |
| 10-Year Total (FY25-FY34) | \$12.4 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$37.8 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$4.0 |
| Debt | \$0.0 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | | | | | | | | | | | |
| Implementation and Construction | ✓ | ✓ | ✓ | ✓ | | | | | | | |
| Operations Activation | | | | | | | | | | | |

Silver Line Phase 2 Railcars (CRB0020_01)

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

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

Description

This project acquires 64 new 7000-series railcars for Phase 2 construction of the Silver Line. The railcars are funded by the Metropolitan Washington Airports Authority (MWAA).



Expected Performance Outcome

Provides additional railcars necessary for the Phase 2 portion of the new Silver Line rail service. All railcars have been received.

Metro's Goals



Near Term Deliverables

Metro will complete the performance metrics payments and commence final acceptance payments, receiving equipment, as-built drawings, user education program, and finalized operation and maintenance manuals, and spare parts catalogs for 64 railcars.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY24) | \$136.2 |
| FY24 Forecast | \$3.6 |
| Planned Investments | (\$M) |
| FY25 | \$0.0 |
| FY26 | \$3.2 |
| FY27 | \$15.5 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$18.7 |
| 10-Year Total (FY25-FY34) | \$18.7 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$158.4 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$0.0 |
| Debt | \$0.0 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | | | | | | | | | | | |
| Implementation and Construction | ✓ | | ✓ | ✓ | | | | | | | |
| Operations Activation | | | | | | | | | | | |

Purple Line Construction Support (CRB0127)

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

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

Description

This project supports the Purple Line, a 16-mile light rail transit line extending from Bethesda to New Carrollton. The Maryland Transit Administration (MTA) is managing and funding the development of the line which will connect to four Metrorail stations: Bethesda, Silver Spring, College Park, and New Carrollton. This project includes design and engineering support to integrate Metro facilities with the Purple Line and new station entrances at Bethesda and Silver Spring Metrorail Stations.



Expected Performance Outcome

Supports future multi-modal connections that will increase transit access in the region. Increases customers' flexibility and convenience.

Metro's Goals



Near Term Deliverables

Metro will support design and construction efforts to integrate the Purple Line with the Metro rail system. Metro will provide engineering oversight and project management support for this MTA-administered project.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|--------|
| Expenditure Life to Date (up to FY24) | \$24.6 |
| FY24 Forecast | \$9.0 |
| Planned Investments | (\$M) |
| FY25 | \$19.8 |
| FY26 | \$7.5 |
| FY27 | \$14.7 |
| FY28 | \$2.6 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$44.6 |
| 10-Year Total (FY25-FY34) | \$44.6 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$78.2 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|--------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$19.8 |
| Debt | \$0.0 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | ✓ | ✓ | ✓ | | | | | | | | |
| Implementation and Construction | ✓ | ✓ | ✓ | ✓ | ✓ | | | | | | |
| Operations Activation | | | ✓ | ✓ | ✓ | | | | | | |

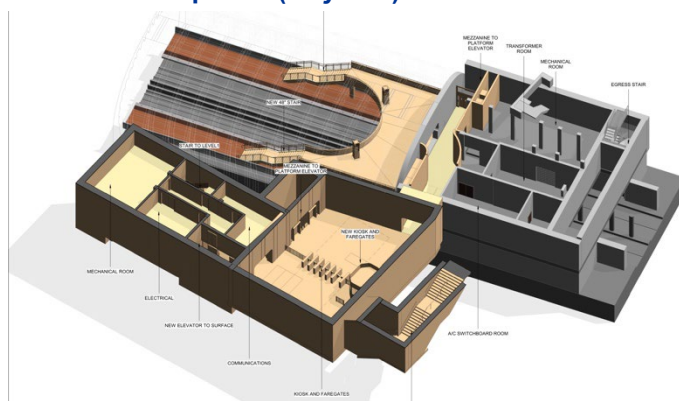
Crystal City East Entrance (CRB0137)

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

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

Description

The Crystal City Metrorail Station, one of the more highly-used stations in Arlington County, is reaching capacity at its existing during peak periods and has limited emergency egress. With redevelopment underway in Crystal City, overall trip-making will increase and may overburden the existing station entrance. The new entrance at the east end of the station he new entrance will have two new street-to-mezzanine elevators and new platform-to-mezzanine elevators, and will provide easier access from Crystal Drive, and the nearby VRE station and Metroway transit station.



Expected Performance Outcome

The access improvement plan will improve compliance with the Americans with Disabilities Act (ADA), provide more conveniently located elevator access, and allow for additional egress during emergency situations.

Metro's Goals



Near Term Deliverables

Excavation at the site and the construction of a concrete underground structure will proceed in the short-term.

Cost (\$M)

| Investments | (\$M) |
|---------------------------------------|-------|
| Expenditure Life to Date (up to FY24) | \$0.0 |
| FY24 Forecast | \$0.3 |
| Planned Investments | (\$M) |
| FY25 | \$2.5 |
| FY26 | \$3.5 |
| FY27 | \$3.1 |
| FY28 | \$0.0 |
| FY29 | \$0.0 |
| FY30 | \$0.0 |
| 6-Year Total (FY25-FY30) | \$9.1 |
| 10-Year Total (FY25-FY34) | \$9.1 |
| Beyond FY34 | \$0.0 |
| Total Estimated Investment | \$9.4 |

Anticipated Funding Sources (\$M)

| FY25 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants | \$0.0 |
| PRIIA/RSI Grants | \$0.0 |
| System Performance | \$0.0 |
| Dedicated Funding | \$0.0 |
| Reimbursable | \$2.5 |
| Debt | \$0.0 |

| Fiscal Year | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation | ✓ | ✓ | | | | | | | | | |
| Implementation and Construction | | ✓ | ✓ | ✓ | | | | | | | |
| Operations Activation | | | ✓ | ✓ | | | | | | | |

CAPITAL INVESTMENT PERFORMANCE OUTCOME MEASURES

CAPITAL INVESTMENT PERFORMANCE OUTCOME MEASURES

The Washington Metropolitan Area Transit Authority (also known as Metro) is committed to responsibly managing the funding it receives from federal, state, and local sources for capital investments. To achieve this, Metro has developed a program to measure performance outcomes of these investments. This program enhances transparency in the investment process and promotes efficient utilization of resources. It also evaluates capital investments' contribution to the benefits and impacts on customers, employees, and other stakeholders.

Traditionally, Metro has and will continue evaluating project performance by assessing the scope, schedule, and total cost. However, Metro has expanded its evaluation approach through the Capital Investment Performance Outcome Measures Program. This program measures investment-specific outcomes, identifies and assesses the benefits and impacts of capital investments, and demonstrates their alignment to Metro's Strategic Transformation Plan *#YourMetro, The Way Forward* [[click here](#)], including Service Excellence, Talented Teams, Regional Opportunity and Partnership, and Sustainability.

As part of its Strategic Transformation Plan goals, Metro is committed to continuously improving and assessing the impact of its capital investments on

the overall system. To this end, the Capital Investment Performance Outcome Measures Program evaluates the contributions of the capital program to improving customer service, regional economic growth, social impacts, and resilience.

Performance Outcome Measures Methodology and Approach

To assess past, current, and future capital investments, Metro developed a methodology and approach as detailed in Figure 1 below. The program assesses both ongoing and completed capital investments and provides both quantitative and qualitative performance outcomes. This program is divided into two sections:

- Section I (starting on page 137) examines expected performance outcome measures for selected approved and underway capital investments, including Major Capital Investments (defined as total project cost of more than \$300 million or federal investments of more than \$100 million)
- Section II (starting on page 179) details performance outcomes for a selection of completed investments, including Major Capital Investments based on the most recently completed fiscal year.

The primary goal(s) and objective(s) for each investment are highlighted in bold with an asterisk. Investments include programs and projects. Project costs represent total estimated investment, and program costs represent an average annual investment, based on the 6-Year Budget.



Figure 1. Metro's capital investment performance outcomes methodology and approach

SECTION I: EXPECTED PERFORMANCE OUTCOME MEASURES FOR ONGOING CAPITAL INVESTMENTS

Capital Improvement Program (CIP) Expected Outcomes for Ongoing Investments

This section details the expected performance outcome measures for selected approved and underway capital investments. This section also includes recently completed investments that have not been operational long enough to measure outcomes.

Investments contribute to Metro’s ability to meet or exceed systemwide performance targets. Expected performance outcomes are based on Metro’s FY24 targets.

CIPs may consist of a single investment. The focus of the outcome measures is on “Relevant Investment(s)”.

In this section, Metro provides performance outcomes for the following 34 ongoing capital investments:

| Investment # | Investment Name |
|-----------------------|--|
| METRO PROJECTS | |
| CIP0059 | 8000-Series Railcars |
| CIP0102 | Police District III Substation |
| CIP0136 | Radio Infrastructure Replacement |
| CIP0255 | Fare Collection Modernization |
| CIP0256 | 7000-Series Railcars |
| CIP0310 | Station Platform Rehabilitation Program – Phase 4 |
| CIP0311 | Bladensburg Bus Garage Replacement |
| CIP0315 | Northern Bus Garage Replacement |
| CIP0330 | Information Technology Data Center |
| CIP0332 | Fiber Optic Cable Installation |
| CIP0335 | Office Consolidation – Washington, DC |
| CIP0337 | Office Consolidation – Virginia |
| CIP0338 | Office Consolidation – Maryland |
| CIP0348 | Aerial Structure Rehabilitation A |
| CIP0349 | Yellow Line Tunnel and Bridge Rehabilitation |
| CIP0355 | Zero Emission Bus Acquisition and Evaluation |
| CIP0374 | Infrastructure Improvements Solar Power Installation |
| CRB0013 | Potomac Yard Station Construction |

| Investment # | Investment Name |
|-----------------------|--|
| METRO PROGRAMS | |
| CIP0005 | Bus Vehicle Rehabilitation Program |
| CIP0024 | Track Rehabilitation Program |
| CIP0025 | Roadway Equipment and Vehicle Program |
| CIP0063 | Rail Vehicle Scheduled Maintenance Program |
| CIP0072 | Elevator Rehabilitation Program |
| CIP0073 | Escalator Rehabilitation Program |
| CIP0142 | Rail Vehicle Preventive Maintenance |
| CIP0145 | Facility Security Monitoring Equipment Program |
| CIP0185 | Escalator Replacement |
| CIP0219 | Rail Station Lighting Improvements |
| CIP0251 | Automatic Train Control State of Good Repair |
| CIP0252 | Low Voltage Power State of Good Repair |
| CIP0253 | Traction Power State of Good Repair |
| CIP0254 | Bus Priority Program Development |
| CIP0262 | Tunnel Water Leak Mitigation |
| CIP0342 | Information Technology Hardware State of Good Repair |

8000-Series Railcars

Initiative Type: Project
Total Estimated Investment: \$2,187.5M
Major Capital Investment



Railcar & Railcar Facilities CIP0059

CIP Description: The project acquires up to 800 new 8000-series railcars. The initial delivery of 360 vehicles will replace the legacy fleet railcars.

Relevant Investments: The Railcar Acquisition and Testing of 8000 Series (Base and Option 1) investments replace the legacy fleet and contribute to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|--|--|---|
| Service Excellence / Safety & Security | <i>Increase Metrorail customer perception/satisfaction of safety (from crime) / Improve security (reduce cybersecurity risk)</i> | <ul style="list-style-type: none"> • Improve safety on new railcars with improvements such as: <ul style="list-style-type: none"> ○ Platform view camera system for train operators ○ Additional emergency signage ○ Additional passenger grab-handles ○ Upgraded video and audio surveillance ○ Cybersecurity measures • Meet or exceed $\geq 58\%$ customer satisfaction (safety from crime) for Rail (based on Metro's FY24 target) |
| Service Excellence / Reliability* | <i>Increase asset lifespan / improve state of good repair</i> | <ul style="list-style-type: none"> • Mitigate asset failures, improving Rail service • Reduce number of vehicles that have exceeded their useful life |
| Service Excellence / Reliability | <i>Increase mean distance between failure (MDBF)</i> | <ul style="list-style-type: none"> • Improve system reliability and resiliency • Meet or exceed Rail Fleet Reliability performance target of $\geq 25,000$ miles between failure (based on Metro's FY24 target) |
| Service Excellence / Reliability | <i>Increase on-time performance (OTP)</i> | <ul style="list-style-type: none"> • Meet or exceed $\geq 90\%$ on-time performance for Rail (based on Metro's FY24 target) |
| Service Excellence / Convenience | <i>Increase general customer satisfaction</i> | <ul style="list-style-type: none"> • Increase customer satisfaction with amenities • Meet or exceed $\geq 85\%$ customer satisfaction for Rail (based on Metro's FY24 target) |
| Talented Teams / Professional & Technical Skills Development | <i>Increase staff perception of support to learning & development</i> | <ul style="list-style-type: none"> • Meet or exceed $\geq 57\%$ employee perception of support for learning & development (based on Metro's FY24 target) with the addition of railcar training simulators |

*Primary goal and objective

Police District III Substation

Initiative Type: Project
Total Estimated Investment: \$9.2M
Capital Investment
Business and Operations Support
CIP0102



CIP Description: Renovate existing childcare facility at Morgan Boulevard station to serve as a police substation with more administrative office workspace, locker rooms, break room, gym, interview rooms, and other workspaces.

Relevant Investment: The Police District III Substation investment contributes to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|--|--|---|
| Service Excellence / Safety & Security* | <i>Reduce major crimes (Part 1 crimes)</i> | <ul style="list-style-type: none"> • Meet or exceed ≤ 8.0 Part 1 crimes per million passenger trips (based on Metro’s FY24 target) with trend towards 0 by allowing Police to respond more efficiently |
| Service Excellence / Reliability | <i>Improve operational efficiency</i> | <ul style="list-style-type: none"> • Improve response times with more centrally located substation |
| Talented Teams / Engagement, Empowerment & Recognition | <i>Increase staff sentiment about working for WMATA</i> | <ul style="list-style-type: none"> • Meet or exceed $\geq 81\%$ positive employee sentiment about working for WMATA (based on Metro’s FY24 target) |
| Sustainability / Environmental Sustainability | <i>Increase number of facilities with green certifications</i> | <ul style="list-style-type: none"> • Meet or exceed ≥ 13 facilities with green certification (based on Metro’s FY24 target) |

*Primary goal and objective

Radio Infrastructure Replacement

Initiative Type: Project
Total Estimated Investment: \$541.5M
Major Capital Investment



Rail Systems
CIP0136

CIP Description: This project replaces Metro's outdated internal communication and public safety radio systems, as required by the Federal Communications Commission (FCC). This includes the public safety radio system, the Metro area radio system, and cellular services throughout the system, allowing customers to utilize cellular service while underground.

Relevant Investment: The Radio Infrastructure Replacement and Band Relocation investment contributes to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|---|---|--|
| Service Excellence / Safety & Security* | <i>Improve communications, enhancing operational safety for employees and reduce major crimes (Part 1 crimes)</i> | <ul style="list-style-type: none"> • Improve cellular communications to provide voice calls and text notifications for emergency alerts to/from the Metro Transit Police Department and surrounding jurisdictional agencies • Meet or exceed ≤ 8.0 Part 1 crimes per million passenger trips (based on Metro's FY24 target) with trend towards 0 |
| Service Excellence / Convenience | <i>Increase general customer satisfaction</i> | <ul style="list-style-type: none"> • Enhance customer experience with improved cell service for customers throughout the system • Meet or exceed $\geq 85\%$ customer satisfaction for Rail (based on Metro's FY24 target) |
| Talented Teams / Professional & Technical Skills Development | <i>Increase staff perception of support to learning & development</i> | <ul style="list-style-type: none"> • Provide opportunities for employees to expand skills required to use new radio equipment • Meet or exceed $\geq 57\%$ employee perception of support for learning & development (based on Metro's FY24 target) |
| Regional Opportunity and Partnership / Community Partnership & Engagement | <i>Enhance community engagement</i> | <ul style="list-style-type: none"> • Improve Metro's ability to communicate with first responders in the surrounding jurisdictions efficiently |

*Primary goal and objective

Fare Collection Modernization

Initiative Type: Project
Total Estimated Investment: \$559.7
Major Capital Investment



Stations and Passenger Facilities
CIP0255

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

Relevant Investments: The Metrorail Systemwide Faregate Replacement – Design Modifications, Systemwide Faregate Replacement, Systemwide Farebox Replacement Project, Exit Fare Machine Modernization, Fare Collection Web Site Redesign, Systemwide Fare Vending Machine Replacement, Fare Collection Software System Update, Web SmartBenefits Enhancement, High Fare Availability, and System Integration to Support Faregate Replacement investments contribute to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|---|---|---|
| Service Excellence / Safety & Security | <i>Increase customer perception/satisfaction of safety (from crime)</i> | <ul style="list-style-type: none"> • Reduce risk of safety and security incidents that result from fare evasion • Meet or exceed $\geq 58\%$ customer satisfaction (safety from crime) for Rail (based on Metro's FY24 target) |
| Service Excellence / Safety & Security | <i>Improve data security</i> | <ul style="list-style-type: none"> • Meet Metro's cybersecurity requirements to protect Metro's system from cyber attacks • Prevent transmission of credit/debit card information over cleartext protocols by updating core components of system |
| Service Excellence / Reliability* | <i>Increase system reliability / improve state of good repair</i> | <ul style="list-style-type: none"> • Improve reliability of fare collection with more modernized and flexible fare collection systems, equipment, & devices • Improve tracking of maintenance requirements on a timely basis with better interface tools and automated alerts |

*Primary goal and objective

| Goal / Objective | Measure | Expected Performance Outcome |
|--|---|--|
| Service Excellence / Convenience | Increase general customer satisfaction | <ul style="list-style-type: none"> • Improve customer service in managing customer issues with newly designed faregates • Facilitate use of contactless SmarTrip card on personal devices (i.e., mobile phones) • Meet or exceed $\geq 85\%$ customer satisfaction for Rail (based on Metro's FY24 target) |
| Regional Opportunity & Partnership / Regional Network & Partner Service Optimization & Transit Equity | Promote equity | <ul style="list-style-type: none"> • Improve equity and seamless accessibility for all Metrorail passengers such as: <ul style="list-style-type: none"> ○ Expand width of accessible faregates ○ Increase number of targets ○ Improve placement of targets |
| Regional Opportunity and Partnership / Community Partnership & Engagement | Enhance community engagement | <ul style="list-style-type: none"> • Allow regional transit partners to use new farebox technology in their systems |
| Sustainability / Financial Sustainability | Increase revenue | <ul style="list-style-type: none"> • Mitigate fare evasion to increase fare revenue and improve accuracy of free ride program cards taps recording. • Enhance fare collection with improved support for modernized fare collection systems |
| Sustainability / Financial Sustainability | Reduce costs | <ul style="list-style-type: none"> • Reduce maintenance costs incurred due to the age of machines and expense of finding parts increasingly difficult to source • Reduce cost of repairs and replacement (ease of component replacement) • Reduce cost of purchasing plastic cards with Mobile Wallet |

*Primary goal and objective

7000-Series Railcars

Initiative Type: Project
Total Estimated Investment: \$896.6
Major Capital Investment



Railcar and Railcar Facilities CIP0256

CIP Description: This project acquires 620 of the 7000-series railcars to replace 1000-, 4000- and 5000-series fleets, plus 28 additional railcars. The Metropolitan Washington Airports Authority (MWAA) funded an additional 128 7000-series railcars in support of the Silver Line Phase 1 and 2 extension projects under CRB0019_19 and CRB0020_01.

Relevant Investments: The Railcar Replacement – 7000 Series Acquisition and 7000-Series Railcar Training Simulators Space Buildout investments contribute to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|--|---|---|
| Service Excellence / Safety & Security | <i>Increase Metrorail customer perception/satisfaction of safety (from crime)</i> | <ul style="list-style-type: none"> • Meet or exceed $\geq 58\%$ customer satisfaction (safety from crime) for Rail (based on Metro’s FY24 target) |
| Service Excellence / Reliability* | <i>Increase asset lifespan / improve state of good repair</i> | <ul style="list-style-type: none"> • Mitigate asset failures, improving Rail service • Reduce number of vehicles that have exceeded their Useful Life Benchmark |
| Service Excellence / Reliability | <i>Increase mean distance between failure (MDBF)</i> | <ul style="list-style-type: none"> • Meet or exceed $\geq 25,000$ miles mean distance between failure for Rail (based on FY24 target) |
| Service Excellence / Reliability | <i>Increase on-time performance (OTP)</i> | <ul style="list-style-type: none"> • Meet or exceed $\geq 90\%$ on-time performance for Rail (based on Metro’s FY24 target) |
| Service Excellence / Convenience | <i>Increase general customer satisfaction</i> | <ul style="list-style-type: none"> • Meet or exceed $\geq 85\%$ customer satisfaction for Rail (based on Metro’s FY24 target) |
| Talented Teams / Professional & Technical Skills Development | <i>Increase staff perception of support to learning & development</i> | <ul style="list-style-type: none"> • Meet or exceed $\geq 57\%$ employee perception of support for learning & development (based on Metro’s FY24 target) with the addition of railcar training simulators |

*Primary goal and objective

Station Platform Rehabilitation Program – Phase 4

Initiative Type: Project
Total Estimated Investment: \$337.5M
Major Capital Investment



Stations & Passenger Facilities CIP0310

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

Relevant Investment: The Stations Platform Rehabilitation Program – Orange Line investment contributes to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|---|--|---|
| Service Excellence / Safety & Security | Mitigate customer injuries | <ul style="list-style-type: none"> Mitigate customer injury risks with improvements such as slip-resistant tile Improve safety with the installation of above-ground access to water for emergency services |
| Service Excellence / Safety & Security | Improve security | <ul style="list-style-type: none"> Help increase security and deter crime with new camera systems (and in cases where crime occurs, provide information to help capture offenders) |
| Service Excellence / Reliability* | Improve state of good repair | <ul style="list-style-type: none"> Mitigate asset failures |
| Service Excellence / Convenience | Increase general customer satisfaction | <ul style="list-style-type: none"> Meet or exceed ≥85% customer satisfaction for Rail (based on Metro’s FY24 target) |
| Sustainability / Environmental Sustainability | Reduce energy use | <ul style="list-style-type: none"> Increase lighting efficiency and reduce energy use with LED lights |

*Primary goal and objective

Bladensburg Bus Garage Replacement

Initiative Type: Project
Total Estimated Investment: \$493.0
Major Capital Investment



Bus, Bus Facilities & Paratransit

CIP0311

CIP Description: This project demolishes and replaces the existing obsolete bus maintenance and operations facility at Bladensburg to improve use and capacity of limited facility space. The new facility, to be designed to achieve LEED certification, will have multiple access points, parking for up to 300 buses and 31 maintenance bays, fueling both diesel and compress natural gas, and an on-site employee parking lot. The facility will be built to support zero-emission electric vehicles.

Relevant Investment: The Bus Garage Replacement – Bladensburg and Bladensburg Bus Garage Conversion for Electric Buses investments contribute to the following outcomes:

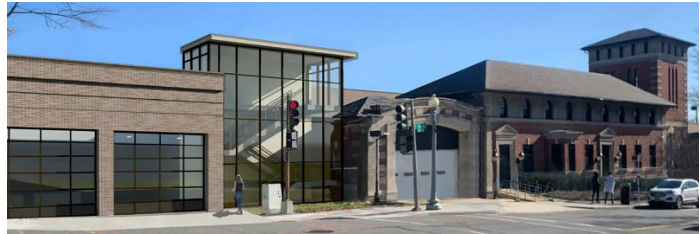
| Goal / Objective | Measure | Expected Performance Outcome |
|--|---|--|
| Service Excellence / Safety & Security | Reduce employee injuries | <ul style="list-style-type: none"> Improve employee experience and workplace quality Meet or exceed ≤ 12.4 employee injuries per 200,000 hours worked on Bus (based on Metro's FY24 target) with trend towards 0 |
| Service Excellence / Reliability | Increase on-time performance (OTP) | <ul style="list-style-type: none"> Meet or exceed $\geq 77\%$ on-time performance for Bus (based on Metro's FY24 target) |
| Talented Teams / Professional & Technical Skills Development | Increase staff perception of support to learning & development | <ul style="list-style-type: none"> Meet or exceed $\geq 57\%$ employee perception of support for learning & development (based on Metro's FY24 target) with training requirements for a zero-emission bus garage |
| Sustainability / Environmental Sustainability* | Reduce energy use, reduce carbon footprint, increase percent of energy produced from renewable sources, and increase number of facilities with green certifications | <ul style="list-style-type: none"> Meet or exceed $\geq 35\%$ percent of energy use that is renewable (carbon-free) electricity Meet or exceed ≥ 13 facilities with green certification (based on Metro's FY24 target) Meet Metro's goal of 100% zero-emission bus fleet by 2045 |

*Primary goal and objective

Northern Bus Garage Replacement

Initiative Type: Project
Total Estimated Investment: \$676.1M
Major Capital Investment

Bus, Bus Facilities & Paratransit
CIP0315



CIP Description: This project replaces the obsolete Northern Bus Garage to address structural deficiencies and improve use of limited facility space. The new facility will be designed to achieve LEED certification and retain the historical façade, provide multiple access points and parking for approximately 150 buses, and incorporate potential retail or public space. The facility will be built to support the operation of 100% of the zero-emissions buses when it reopens.

Relevant Investment: The Bus Garage Replacement – Northern and Northern Bus Garage Conversion for Electric Buses investments contribute to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|---|--|--|
| Service Excellence / Safety & Security | Reduce employee injuries | <ul style="list-style-type: none"> Improve employee experience and workplace quality Meet or exceed ≤ 12.4 employee injuries per 200,000 hours worked on Bus (based on Metro’s FY24 target) with trend towards 0 |
| Service Excellence / Reliability | Increase on-time performance (OTP) | <ul style="list-style-type: none"> Meet or exceed $\geq 77\%$ on-time performance for Bus (based on Metro’s FY24 target) |
| Talented Teams / Professional & Technical Skill Development | Increase staff perception of support to learning & development | <ul style="list-style-type: none"> Meet or exceed $\geq 57\%$ employee perception of support for learning & development (based on Metro’s FY24 target) with training requirements for a zero-emission bus garage |
| Regional Opportunity & Partnership / Regional Network/Partner Service Optimization & Transit Equity | Promote equity | <ul style="list-style-type: none"> Create community building and engagement opportunities with retail and community space for an Equity Focus Community (area with high percentage of people of color, low-income households, and people with disabilities) |

| Goal / Objective | Measure | Expected Performance Outcome |
|--|---|--|
| <p>Sustainability / Environmental Sustainability*</p> | <p><i>Reduce energy use, reduce carbon footprint, increase percent of energy produced from renewable sources, and increase number of facilities with green certifications</i></p> | <ul style="list-style-type: none"> • Meet or exceed $\geq 35\%$ percent of energy use that is renewable (carbon-free) electricity • Meet or exceed ≥ 13 facilities with green certification (based on Metro’s FY24 target) • Meet Metro’s goal of 100% zero-emission bus fleet by 2045 |

**Primary goal and objective*

Information Technology Data Center

Initiative Type: Project
Total Estimated Investment: \$125.4
Capital Investment
Business & Operations Support
CIP0330



CIP Description: This project constructed a new data center to replace the existing data center at the Jackson Graham Office Building that was vacated. Metro will build a modern data center that blends new technologies with existing capabilities to continually improve and scale services to users, customers, and partners.

Relevant Investments: The New IT Data Center Infrastructure and Equipment, Off-Premises Data Center, and Mill Road Data Center investments contribute to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|---|--|--|
| Service Excellence / Safety & Security | <i>Improve data security</i> | <ul style="list-style-type: none"> • Improve data security for critical information housed in Metro’s off-premises data center on par with the transit industry’s standard |
| Service Excellence / Reliability* | <i>Improve operational efficiency</i> | <ul style="list-style-type: none"> • Enable critical application up-time and stabilize operational capabilities and provide easier access to data needed to monitor and improve system performance |
| Sustainability / Financial Sustainability | <i>Reduce costs</i> | <ul style="list-style-type: none"> • Reduce costs by retiring equipment near or at the end of useful life • Reduce additional spending for separate components with a more adaptive infrastructure |
| Sustainability / Environmental Sustainability | <i>Reduce energy use</i> | <ul style="list-style-type: none"> • Reduce energy use with lower power consumption from more energy efficient equipment |

*Primary goal and objective

Fiber Optic Cable Installation

Initiative Type: Project
Total Estimated Investment: \$459.0M
Major Capital Investment



Rail Systems

CIP0332

CIP Description: This project installs fiber optic cable, replacing outdated copper wiring connecting adjoining communications rooms along the rail right-of-way (ROW) throughout the rail system. It also determines the appropriate strategy for installing fiber optic cabling to ancillary rooms such as traction power substations, low voltage power rooms, vent shafts, and tie breaker stations. This project provides the backbone for implementation of other investments such as Radio Infrastructure Replacement.

Relevant Investment: The Master Fiber Project investment contributes to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|--|---|--|
| Service Excellence / Reliability* | <i>Improve system operations</i> | <ul style="list-style-type: none"> • Improve communication infrastructure with upgraded modern equipment that requires fiber optic connectivity |
| Service Excellence / Reliability | <i>Improve operational efficiency</i> | <ul style="list-style-type: none"> • Improve operational efficiency through the enhancement of remote monitoring capability |
| Talented Teams / Engagement, Empowerment & Recognition | <i>Increase staff sentiment about working for WMATA</i> | <ul style="list-style-type: none"> • Create faster, more reliable, and efficient communications systems for Metro employees • Meet or exceed $\geq 81\%$ positive employee sentiment about working for WMATA (based on Metro’s FY24 target) |

*Primary goal and objective

Office Consolidation – District of Columbia

Initiative Type: Project
Total Estimated Investment: \$300.9M
Major Capital Investment



**Business &
Operations Support**
CIP0335

CIP Description: As part of Metro's regional office consolidation plan, this project funds the construction of a DC office building at 300 7th St. SW. The new site will be renovated to modern workplace standards, including new commercial amenities on the ground floor to activate the streetscape and benefit the community. In addition, Metro will improve the exterior appearance and add three floors, creating space for leases to generate additional revenue. The building achieved LEED Platinum status in September 2023.

Relevant Investments: The Office Consolidation – Washington, DC and Jackson Graham Building Chiller Replacement investments contribute to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|---|--|--|
| Service Excellence / Safety & Security | <i>Improve life-safety systems</i> | <ul style="list-style-type: none"> • Improve employee safety with new fire/life safety systems |
| Service Excellence / Reliability | <i>Improve state of good repair and operational efficiency</i> | <ul style="list-style-type: none"> • Reduce building failures with new systems, including HVAC |
| Talented Teams / Engagement, Empowerment & Recognition* | <i>Increase staff sentiment about working for WMATA</i> | <ul style="list-style-type: none"> • Meet or exceed ≥81% positive employee sentiment about working for WMATA (based on Metro's FY24 target) |
| Regional Opportunity & Partnership / Community Partnership & Engagement | <i>Enhance economic stimulus</i> | <ul style="list-style-type: none"> • Generate economic stimulus in surrounding communities by expanding activities and providing commercial space |
| Sustainability / Financial Sustainability | <i>Identify potential cost savings</i> | <ul style="list-style-type: none"> • Achieve a combined estimated cost savings of \$130M for the DC, Maryland, and Virginia headquarters consolidations over the next 20 years due to a reduction in the number of leased facilities contingent on market impacts and other management decisions • Improve savings due to consolidation and economies of scale |

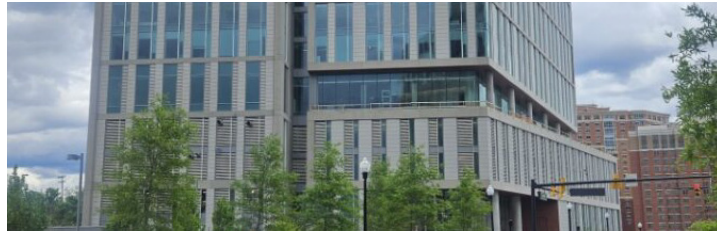
**Primary goal and objective*

| Goal / Objective | Measure | Expected Performance Outcome |
|---|--|---|
| Sustainability / Financial Sustainability | <i>Increase percent of revenue from non- fare, non-subsidy sources</i> | <ul style="list-style-type: none"> • Monetize assets by offering leasing opportunities for retail, parking, and bike facilities |
| Sustainability / Environmental Sustainability | <i>Increase number of facilities with green certifications</i> | <ul style="list-style-type: none"> • Reduce energy consumption and Metro's carbon footprint <ul style="list-style-type: none"> ○ Obtain building LEED certification ○ Install state-of-the-art energy efficient HVAC system ○ Utilize Metro's enterprise energy monitoring software (EEMS) to track usage • Meet or exceed ≥13 facilities with green certification (based on Metro's FY24 target) |

**Primary goal and objective*

Office Consolidation – Virginia

Initiative Type: Project
Total Estimated Investment: \$292.0M
Major Capital Investment



**Business &
Operations Support**
CIP0337

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

Relevant Investments: The Office Consolidation – Virginia, Metro Integrated Command and Communications Control Center, and the Operations Control Center Unified Communications Effort investments contribute to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|--|---|--|
| Service Excellence / Safety & Security | Improve life-safety systems | <ul style="list-style-type: none"> • Improve customer and employee safety with the ability to respond quickly to emergencies through the Metro Integrated Command and Communications Center • Improve employee safety with new fire/life safety systems |
| Service Excellence / Reliability | Increase on-time performance (OTP) | <ul style="list-style-type: none"> • Meet or exceed on-time performance targets of $\geq 90\%$, $\geq 77\%$, and $\geq 93\%$, respectively, for Rail, Bus, and MetroAccess with the implementation of the MICC (based on Metro's FY24 target) |
| Service Excellence / Convenience | Increase general customer satisfaction | <ul style="list-style-type: none"> • Meet or exceed general customer satisfaction performance targets of $\geq 85\%$, $\geq 74\%$, and $\geq 80\%$, respectively, for Rail, Bus, and MetroAccess with improved communications through the MICC (based on Metro's FY24 targets) |
| Talented Teams / Engagement, Empowerment & Recognition* | Increase staff sentiment about working for WMATA | <ul style="list-style-type: none"> • Meet or exceed $\geq 81\%$ positive employee sentiment about working for WMATA (based on Metro's FY24 target) |

**Primary goal and objective*

| Goal / Objective | Measure | Expected Performance Outcome |
|---|---|---|
| Regional Opportunity & Partnership / Community Partnership & Engagement | Enhance economic stimulus | <ul style="list-style-type: none"> • Generate economic stimulus in surrounding communities |
| Sustainability / Financial Sustainability | Identify potential cost savings | <ul style="list-style-type: none"> • Achieve a combined estimated cost savings of \$130M for the DC, Maryland, and Virginia headquarters consolidations over the next 20 years due to a reduction in the number of leased facilities contingent on market impacts and other management decisions • Improve savings due to consolidation and economies of scale |
| Sustainability / Environmental Sustainability | Increase number of facilities with green certifications | <ul style="list-style-type: none"> • Reduce energy consumption and Metro's carbon footprint <ul style="list-style-type: none"> ○ Obtain building LEED certification ○ Install state-of-the-art energy efficient HVAC system ○ Utilize Metro's enterprise energy monitoring software (EEMS) to track usage • Meet or exceed ≥13 facilities with green certification (based on Metro's FY24 target) |

**Primary goal and objective*

Office Consolidation – Maryland

Initiative Type: Project
Total Estimated Investment: \$209.2M
Major Capital Investment
Business & Operations Support
CIP0338



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

Relevant Investment: The Office Consolidation – Maryland investment contributes to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|---|---|--|
| Service Excellence / Safety & Security | Improve life-safety systems | <ul style="list-style-type: none"> Improve employee safety with new fire/life safety systems |
| Talented Teams / Engagement, Empowerment & Recognition* | Increase staff sentiment about working for WMATA | <ul style="list-style-type: none"> Meet or exceed ≥81% positive employee sentiment about working for WMATA (based on Metro's FY24 target) |
| Regional Opportunity & Partnership / Community Partnership & Engagement | Enhance economic stimulus | <ul style="list-style-type: none"> Generate economic stimulus in surrounding communities Improve community partnership with proximity to Marc, Amtrak, and other transit options |
| Sustainability / Financial Sustainability | Identify potential cost savings | <ul style="list-style-type: none"> Achieve a combined estimated cost savings of \$130M for the DC, Maryland, and Virginia headquarters consolidations over the next 20 years due to a reduction in the number of leased facilities contingent on market impacts and other management decisions Improve savings due to consolidation and economies of scale |

**Primary goal and objective*

| Goal / Objective | Measure | Expected Performance Outcome |
|---|---|--|
| Sustainability / Environmental Sustainability | Increase number of facilities with green certifications | <ul style="list-style-type: none">• Reduce energy consumption and Metro's carbon footprint<ul style="list-style-type: none">○ Obtain building LEED certification○ Install state-of-the-art energy-efficient HVAC system○ Utilize Metro's enterprise energy monitoring software (EEMS) to track usage• Meet or exceed ≥13 facilities with green certification (based on Metro's FY24 target) |

**Primary goal and objective*

Aerial Structure Rehabilitation A

Initiative Type: Project
Total Estimated Investment: \$172.3M
Major Capital Investment



Track & Structures Rehabilitation

CIP0348

CIP Description: This project rehabilitates structural and system components of nine aerial structures, and the station platform canopy at Rockville Station. The list of bridges and aerial structures includes Minnesota Avenue Structure, Grosvenor Aerial Structure, West Hyattsville Aerial Structure, Branch Avenue Bridge (A & B), Cameron Run Bridge, Eisenhower Avenue Bridge, Naylor Road Aerial Structure, and South Van Dorn Street Bridge.

Relevant Investment: The Structural Rehabilitation Package A – Ten Locations investment contributes to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|--|--|--|
| Service Excellence / Safety & Security | <i>Improve customer and employee safety</i> | <ul style="list-style-type: none"> • Mitigate safety risks to customers and employees |
| Service Excellence / Reliability* | <i>Increase asset lifespan / improve state of good repair</i> | <ul style="list-style-type: none"> • Mitigate structural failure • Deter emergency shutdowns of rail service impacting customers and employees due to structural deficiencies • Meet or exceed ≥84% of service delivered (based on Metro’s FY24 target) |
| Service Excellence / Reliability | <i>Increase operational capacity with reduced track under unplanned performance restrictions</i> | <ul style="list-style-type: none"> • Reduce the amount of time each asset is offline • Minimize disruptions to rail service as measured by the Rail Infrastructure Availability performance target of ≤1.0% of track under unplanned performance restrictions (based on Metro’s FY24 target) |
| Service Excellence / Convenience | <i>Increase general customer satisfaction</i> | <ul style="list-style-type: none"> • Meet or exceed ≥85% customer satisfaction for Rail (based on Metro’s FY24 target) with the Rockville Canopy |

*Primary goal and objective

Yellow Line Tunnel and Bridge Rehabilitation

Initiative Type: Project
Total Estimated Investment: \$347.9M
Major Capital Investment



Track & Structures Rehabilitation

CIP0349

CIP Description: This project rehabilitates sections of tunnel and the Potomac River Bridge located between L'Enfant Plaza and Pentagon Metrorail Stations.

Relevant Investment: The Yellow Line Tunnel and Bridge Rehabilitation investment contributes to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|--|--|--|
| Service Excellence / Safety & Security | <i>Reduce fire and smoke events</i> | <ul style="list-style-type: none"> • Meet or exceed target to reduce fire and smoke incidents to ≤36 incidents annually (based on Metro's FY24 target) with trend towards 0 |
| Service Excellence / Safety & Security | <i>Improve employee safety</i> | <ul style="list-style-type: none"> • Mitigate safety risks to employees |
| Service Excellence / Reliability* | <i>Increase asset lifespan / improve state of good repair</i> | <ul style="list-style-type: none"> • Mitigate asset failures, improving rail service • Reduce corrective maintenance work orders |

**Primary goal and objective*

Zero Emission Bus Acquisition and Evaluation

Initiative Type: Project
Total Estimated Investment: \$109.2M
Capital Investment

Bus, Bus Facilities & Paratransit
CIP0355



CIP Description: This project purchases electric buses to transition the fleet to zero emissions technology. The program will inform, guide, and direct Metro’s future bus fleet strategy and plans for supporting equipment and infrastructure. As the Zero Emission Bus landscape continues to evolve, technologies other than electric will be evaluated through this project.

Relevant Investment: The Zero-Emission Bus Acquisition and Evaluation investment contributes to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|---|---|---|
| Regional Opportunity & Partnership / Community Partnership & Engagement | Lessen negative environmental impacts on the region | <ul style="list-style-type: none"> • Improve environmental sustainability for the region • Support jurisdictional partners’ clean energy goals |
| Sustainability / Environmental Sustainability* | Reduce carbon footprint and increase percent of energy procured from renewable sources; Increase percent of fleet that is zero-emission | <ul style="list-style-type: none"> • Meet or exceed ≥35% percent of energy use that is renewable (carbon-free) electricity (based on Metro’s FY24 target) • Meet Metro’s goal of 100% zero-emission bus fleet by 2045 |

*Primary goal and objective

Infrastructure Improvements Solar Power Installation

Initiative Type: Project
Total Estimated Investment: \$16.1M
Capital Investment

Business & Operations Support
CIP0374



CIP Description: To support the installation of solar panels at Metro parking garages and surface lots, this project completes state of good repair activities and installation of lights and cameras.

Relevant Investment: The Solar Site Lease at Four Locations – Associated WMATA Capital Investments contribute to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|---|---|--|
| Service Excellence / Reliability | <i>Increase asset lifespan / improve state of good repair</i> | <ul style="list-style-type: none"> • Improve overall state of good repair by installing longer lasting assets in parking surface lots, parking garages, Kiss and Rides, and Bus loops |
| Service Excellence / Convenience | <i>Increase general customer satisfaction</i> | <ul style="list-style-type: none"> • Improve parking experience by providing covered parking (shade and protection from weather) • Meet or exceed $\geq 85\%$ customer satisfaction for Rail (based on Metro’s FY24 target) • Improve customer experience by providing covered bus loops at Naylor Road, Southern Ave, Anacostia, and Cheverly (shade and protection from weather) • Meet or exceed $\geq 74\%$ customer satisfaction for Bus (based on Metro’s FY24 target) |
| Regional Opportunity & Partnership / Community Partnership & Engagement* | <i>Lessen negative environmental impacts on the region</i> | <ul style="list-style-type: none"> • Support jurisdictional partners’ clean energy goals • Produce clean energy for local residents and businesses |
| Sustainability / Financial Sustainability | <i>Increase percent of revenue from non-fare, non-subsidy sources</i> | <ul style="list-style-type: none"> • Provide revenue for Metro through innovative lease agreement • Meet or exceed 5-10% of dollars from all operating revenue that comes from non-passenger sources (i.e., non-fare and non-subsidy) / dollars from all operating revenue (based on Metro’s long-term target) |

*Primary goal and objective

Potomac Yard Station Construction

Initiative Type: Project
Total Estimated Investment: \$349.4M
Major Capital Investment

Stations & Passenger Facilities
CRB0013



CIP Description: The project supports the design and construction of a new Metrorail station on the Yellow and Blue Lines between the existing Braddock Road and Ronald Reagan Washington National Airport Stations. This project is a partnership between Metro and the City of Alexandria, which is funding the new station.

Relevant Investment: The Potomac Yard Station Construction investment contributes to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|---|--|--|
| Service Excellence / Convenience | <i>Increase general customer satisfaction</i> | <ul style="list-style-type: none"> • Increase customer access with new station • Meet or exceed ≥85% general customer satisfaction for Rail (based on Metro’s FY24 target) |
| Regional Opportunity & Partnership / Regional Network and Partner Service Optimization & Transit Equity* | <i>Increase ridership</i> | <ul style="list-style-type: none"> • Meet or exceed Metro's aspirational target to carry 6 million riders each week: 1 million per weekday and 1 million per weekend (based on Metro’s FY24 target) |
| Regional Opportunity & Partnership / Regional Network and Partner Service Optimization & Transit Equity | <i>Increase destination access</i> | <ul style="list-style-type: none"> • Meet or exceed 215,600 jobs accessible within 30 min on Metro fixed route service and within 60 min on Metro fixed route service, including time to get to and from Metro station/stop walking and time spent riding Metro services (based on Metro’s FY24 target) |
| Regional Opportunity & Partnership / Community Partnership & Engagement | <i>Enhance community engagement</i> | <ul style="list-style-type: none"> • Increase percent of community partners that strongly agree or agree that Metro is a good organization to work with (FY24 target is in development) |
| Sustainability / Environmental Sustainability | <i>Increase number of facilities with green certifications</i> | <ul style="list-style-type: none"> • Meet or exceed ≥13 facilities with green certification (based on Metro’s FY24 target) with this LEED certified building |

*Primary goal and objective

Bus Vehicle Rehabilitation Program

Initiative Type: Program
Average Annual Investment: \$64.0M
Capital Investment



Bus, Bus Facilities & Paratransit
CIP0005

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

Relevant Investment: The Bus Rehabilitation Program investment contributes to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|-----------------------------------|---|--|
| Service Excellence / Reliability* | <i>Increase asset lifespan / improve state of good repair</i> | <ul style="list-style-type: none"> • Meet assets' targeted useful service life of approximately 15 years |
| Service Excellence / Reliability | <i>Increase mean distance between failure (MDBF)</i> | <ul style="list-style-type: none"> • Meet or exceed $\geq 8,000$ miles mean distance between failure for Bus (based on Metro's FY24 target) with less frequent asset failures |
| Service Excellence / Convenience | <i>Increase general customer satisfaction</i> | <ul style="list-style-type: none"> • Improve customer comfort with upgraded amenities • Meet or exceed $\geq 74\%$ customer satisfaction for Bus (based on Metro's FY24 target) |

*Primary goal and objective

Track Rehabilitation Program

Initiative Type: Program
Average Annual Investment: \$112.0M
Capital Investment

Track and Structures Rehabilitation

CIP0024



CIP Description: This program replaces, rehabilitates, and provides preventative maintenance to rail systems in an effort to maintain a state of good repair. This includes rail replacement, stray current mitigation, track bed cleaning, drain rodding, vegetation controls, and other activities.

Relevant Investment: The Track Rehabilitation Program investment contributes to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|--|---|--|
| Service Excellence / Safety & Security | Reduce fire and smoke events | <ul style="list-style-type: none"> Meet or exceed target to reduce fire and smoke incidents to ≤36 incidents annually (based on Metro’s FY24 target) with trend towards 0 |
| Service Excellence / Safety & Security | Reduce collisions | <ul style="list-style-type: none"> Reduce incidents involving trains striking vegetation or trees on the tracks |
| Service Excellence / Reliability* | Increase asset lifespan / improve state of good repair | <ul style="list-style-type: none"> Mitigate asset failures, improving Rail service |
| Service Excellence / Reliability | Increase operational capacity with reduced track under unplanned performance restrictions | <ul style="list-style-type: none"> Reduce the amount of time each asset is offline Minimize disruptions to rail service as measured by the Rail Infrastructure Availability performance target of ≤1.0% of track under unplanned performance restrictions (based on Metro’s FY24 target) |
| Service Excellence / Reliability | Increase on-time performance (OTP) | <ul style="list-style-type: none"> Meet or exceed ≥90% on-time performance for Rail (based on Metro’s FY24 target) |

**Primary goal and objective*

Roadway Equipment and Vehicle Program

Initiative Type: Program
Average Annual Investment: \$18.9
Capital Investment



Track and Structures Rehabilitation

CIP0025

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

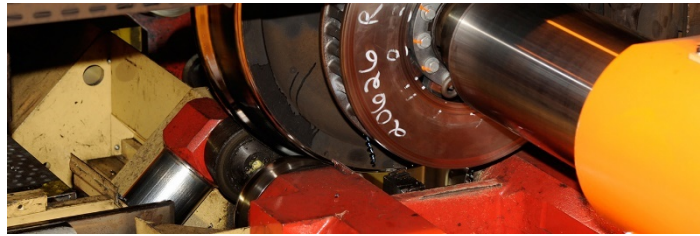
Relevant Investments: The Prime Mover Replacement, Flat Cars Acquisition, Multi-Function Flat Cars Acquisition, Ballast Regulator Acquisition, Structural Maintenance Vehicle (Down and Under Prime Mover), and Ballast Car Acquisition investments contribute to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|---|---|---|
| Service Excellence / Safety & Security | <i>Improve employee safety</i> | <ul style="list-style-type: none"> Mitigate employee injury risks |
| Service Excellence / Reliability* | <i>Improve operational efficiency by increasing percent of rail service delivered</i> | <ul style="list-style-type: none"> Increase equipment availability and reduce delays due to equipment breakdown Maximize productivity of maintenance work through timely replacement of track equipment to address reliability Meet or exceed ≥84% service delivered for Rail (based on Metro’s FY24 target) |
| Service Excellence / Reliability | <i>Increase asset lifespan / improve state of good repair</i> | <ul style="list-style-type: none"> Mitigate asset failures, improving Rail service |

*Primary goal and objective

Rail Vehicle Scheduled Maintenance Program

Initiative Type: Program
Average Annual Investment: \$124.4M
Capital Investment



Railcar & Railcar Facilities
CIP0063

CIP Description: This program will support scheduled maintenance programs for all railcars. Major rail vehicle systems that will be addressed include, but are not limited to, replacement of components associated with wheels, brakes, traction motors, propulsion systems, HVAC, couplers, and vital relays.

Relevant Investments: The scheduled maintenance program on legacy rail vehicles and 7000-series railcars investment contributes to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|-----------------------------------|--|--|
| Service Excellence / Reliability* | <i>Increase mean distance between failure (MDBF)</i> | <ul style="list-style-type: none"> • Improve system reliability and resiliency • Meet or exceed Rail Fleet Reliability performance target of $\geq 25,000$ miles between failure (based on Metro's FY24 target) |
| Service Excellence / Reliability | <i>Increase asset lifespan/ improve state of good repair</i> | <ul style="list-style-type: none"> • Mitigate asset failures, improving Rail service • Meet the asset's targeted useful service life of approximately 40 years |
| Service Excellence / Reliability | <i>Increase on-time performance (OTP)</i> | <ul style="list-style-type: none"> • Meet or exceed $\geq 90\%$ on-time performance for Rail (based on Metro's FY24 target) |
| Service Excellence / Convenience | <i>Increase general customer satisfaction</i> | <ul style="list-style-type: none"> • Meet or exceed $\geq 85\%$ customer satisfaction for Rail (based on Metro's FY24 target) |

*Primary goal and objective

Elevator Rehabilitation Program

Initiative Type: Program
Average Annual Investment: \$4.5M
Major Capital Investment

Stations & Passenger Facilities

CIP0072



CIP Description: This program rehabilitates elevators at Metrorail stations across the system, including the replacement of internal elevator components and lighting upgrades to maintain a state of good repair and improve accessibility and security.

Relevant Investment: The Elevator Rehabilitation Program – 27 Elevators investment contributes to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|---|--|--|
| Service Excellence / Safety & Security | <i>Improve security</i> | <ul style="list-style-type: none"> • Improve security by rehabilitating elevators with better lighting to help deter potential security threats |
| Service Excellence / Reliability* | <i>Maintain (or increase) elevator availability</i> | <ul style="list-style-type: none"> • Meet or exceed $\geq 97.7\%$ elevator availability (based on Metro’s FY24 target) |
| Service Excellence / Convenience | <i>Increase general customer satisfaction</i> | <ul style="list-style-type: none"> • Meet or exceed $\geq 85\%$ customer satisfaction for Rail (based on Metro’s FY24 target) |
| Regional Opportunity & Partnership / Regional Network/Partner Service Optimization & Transit Equity | <i>Promote equity</i> | <ul style="list-style-type: none"> • Improve equity and seamless accessibility for all Metrorail passengers |
| Sustainability / Environmental Sustainability | <i>Reduce energy use</i> | <ul style="list-style-type: none"> • Increase lighting efficiency and contribute to energy reduction systemwide with LED lights |

*Primary goal and objective

Escalator Rehabilitation Program

Initiative Type: Program
Average Annual Investment: \$9.0M
Major Capital Investment



Stations & Passenger Facilities
CIP0073

CIP Description: This program replaces escalators at Metrorail stations to maintain a state of good repair and installs lighting to improve customer safety and security.

Relevant Investment: The Escalator Rehabilitation Program investment contributes to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|---|---|--|
| Service Excellence / Safety & Security | <i>Reduce customer injuries</i> | <ul style="list-style-type: none"> • Meet or exceed Rail customer injury rate of ≤ 11.5 injuries per 10 million revenue miles (based on Metro’s FY24 target) with trend towards 0 |
| Service Excellence / Safety & Security | <i>Improve security</i> | <ul style="list-style-type: none"> • Enhance security by improving lighting on and surrounding escalators |
| Service Excellence / Reliability* | <i>Maintain (or increase) escalator availability</i> | <ul style="list-style-type: none"> • Meet or exceed $\geq 93.3\%$ escalator availability (based on Metro’s FY24 target) |
| Service Excellence / Convenience | <i>Increase general customer satisfaction</i> | <ul style="list-style-type: none"> • Meet or exceed $\geq 85\%$ customer satisfaction for Rail (based on Metro’s FY24 target) |
| Sustainability / Environmental Sustainability | <i>Reduce energy use</i> | <ul style="list-style-type: none"> • Increase lighting efficiency and contribute to energy reduction systemwide with LED lights |

*Primary goal and objective

Rail Vehicle Preventive Maintenance

Initiative Type: Program
Average Annual Investment: \$101.2M
Capital Investment



Railcar and Railcar Facilities
CIP0142

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

Relevant Investment: The Railcar Preventive Maintenance investment contributes to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|--|---|--|
| Service Excellence / Safety & Security | <i>Improve customer safety</i> | <ul style="list-style-type: none"> Mitigate customer injury risks |
| Service Excellence / Reliability* | <i>Increase mean distance between failure (MDBF)</i> | <ul style="list-style-type: none"> Improve system reliability and resiliency Meet or exceed Rail Fleet Reliability performance target of $\geq 25,000$ miles between failure (based on Metro's FY24 target) |
| Service Excellence / Reliability | <i>Increase asset lifespan / improve state of good repair</i> | <ul style="list-style-type: none"> Mitigate asset failures, improving rail service |
| Service Excellence / Reliability | <i>Increase on-time performance (OTP)</i> | <ul style="list-style-type: none"> Meet or exceed $\geq 90\%$ on-time performance for Rail (based on Metro's FY24 target) |

**Primary goal and objective*

Facility Security Monitoring Equipment Program

Initiative Type: Program
Average Annual Investment: \$3.1M
Capital Investment

Stations and Passenger Facilities

CIP0145



CIP Description: This program will provide for the hardening and improvement of security at various railyards, stations, and facilities by installing cameras, public address systems, intercoms and additional security measures. Metro is piloting ways to enhance the Metro Integrated Command and Communications (MICC) Control Center's situational awareness of operating conditions in the tunnel through the installation of cameras.

Relevant Investments: The Metrorail Station Intercom System Replacement - Three Stations and Electronic Security System Improvement of Coverage – Railyards and Parking Garage investments contribute to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|--|---|---|
| Service Excellence / Safety & Security* | <i>Increase Metrorail customer perception / satisfaction of safety (from crime)</i> | <ul style="list-style-type: none"> • Meet or exceed $\geq 58\%$ customer satisfaction (safety from crime) for Rail (based on Metro's FY24 target) |
| Service Excellence / Safety & Security | <i>Improve employee safety</i> | <ul style="list-style-type: none"> • Improve safety and security by adding cameras to reduce potential incidents from occurring at railyards |
| Service Excellence / Reliability | <i>Increase asset lifespan / improve state of good repair</i> | <ul style="list-style-type: none"> • Increase asset lifespan by replacing equipment beyond its useful life |
| Service Excellence / Reliability | <i>Improve system operations</i> | <ul style="list-style-type: none"> • Keep unauthorized people from entering the facility and disturbing employee activities |

**Primary goal and objective*

Escalator Replacement

Initiative Type: Program
Average Annual Investment: \$12.2M
Major Capital Investment



Stations and Passenger Facilities

CIP0185

CIP Description: This program replaces escalators that have reached the end of their useful life and installs lighting to improve customer safety and security.

Relevant Investment: The Escalator Replacement – 2021 Contract investment contributes to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|---|---|--|
| Service Excellence / Safety & Security | <i>Reduce customer injuries</i> | <ul style="list-style-type: none"> • Meet or exceed Rail customer injury rate of ≤ 11.5 injuries per 10 million revenue miles (based on Metro’s FY24 target) with trend towards 0 |
| Service Excellence / Safety & Security | <i>Improve security</i> | <ul style="list-style-type: none"> • Enhance security by improving lighting on and surrounding escalators |
| Service Excellence / Reliability* | <i>Maintain (or increase) escalator availability</i> | <ul style="list-style-type: none"> • Meet or exceed $\geq 93.3\%$ escalator availability (based on Metro’s FY24 target) |
| Service Excellence / Convenience | <i>Increase general customer satisfaction</i> | <ul style="list-style-type: none"> • Meet or exceed $\geq 85\%$ customer satisfaction for Rail (based on Metro’s FY24 target) |
| Sustainability / Environmental Sustainability | <i>Reduce energy use</i> | <ul style="list-style-type: none"> • Increase lighting efficiency and contribute to energy reduction systemwide with LED lights |

*Primary goal and objective

Rail Station Lighting Improvements

Initiative Type: Program
Average Annual Investment: \$17.5M
Capital Investment

Stations and Passenger Facilities

CIP0219



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

Relevant Investments: The Light Replacement – Station Pathway, Bus Loop & Site, and Station Platform Edge Lighting Replacement investments contribute to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|---|---|--|
| Service Excellence / Safety & Security* | <i>Reduce customer and employee injuries</i> | <ul style="list-style-type: none"> • Meet or exceed ≤ 1.5 customer injuries per 10 million revenue miles and ≤ 3.5 employee injuries per 200,000 hours worked on Rail (based on Metro’s FY24 target) with trend towards 0 |
| Service Excellence / Reliability | <i>Increase asset lifespan / improve state of good repair</i> | <ul style="list-style-type: none"> • Improve state of good repair with LED lights that have a longer lifespan |
| Service Excellence / Convenience | <i>Increase general customer satisfaction</i> | <ul style="list-style-type: none"> • Meet or exceed $\geq 85\%$ customer satisfaction for Rail (based on Metro’s FY24 target) |
| Regional Opportunity & Partnership / Regional Network/Partner Service Optimization & Transit Equity | <i>Promote equity</i> | <ul style="list-style-type: none"> • Improve equity and seamless accessibility for all Metrorail passengers through brighter station platform edge lighting |
| Sustainability / Financial Sustainability | <i>Reduce costs</i> | <ul style="list-style-type: none"> • Reduce maintenance costs |
| Sustainability / Environmental Sustainability | <i>Reduce energy use</i> | <ul style="list-style-type: none"> • Increase lighting efficiency and contribute to energy reduction systemwide with LED lights |

*Primary goal and objective

Automatic Train Control State of Good Repair

Initiative Type: Program
Average Annual Investment: \$71.2M
Major Capital Investment



Rail Systems

CIP0251

CIP Description: This program replaces aging Automatic Train Control (ATC) systems, Train Control Room (TCR) infrastructure and wayside equipment (including devices to replace remote terminal units). Obsolete and failing equipment are planned to be replaced at intervals ranging from 20 to 40 years.

Relevant Investments: Return to Automatic Train Operations and Signaling - Train Control Room Renewal, High Current Bond Replacement, Track Circuit Cable Testing, Track Circuit Cable Replacement Program, Wayside Intrusion Detection Warning System Replacement and Engineering Modification Instructions Development and Implementation Program investments contribute to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|---|---|--|
| Service Excellence / Reliability* | <i>Increase asset lifespan/ improve state of good repair</i> | <ul style="list-style-type: none"> • Mitigate asset failures, improving Rail service |
| Service Excellence / Reliability | <i>Increase operational capacity</i> | <ul style="list-style-type: none"> • Meet or exceed $\geq 84\%$ service delivered for Rail (based on Metro's FY24 target) through automation |
| Service Excellence / Reliability | <i>Improve quality of ride and increase on-time performance (OTP)</i> | <ul style="list-style-type: none"> • Improve Metro customers' quality of ride with increased track stability when trains operate in automatic train operation mode • Meet or exceed $\geq 90\%$ on-time performance for Rail (based on Metro's FY24 target) |
| Service Excellence / Convenience | <i>Increase general customer satisfaction</i> | <ul style="list-style-type: none"> • Meet or exceed $\geq 85\%$ general customer satisfaction for Rail (based on Metro's FY24 target) |
| Talented Teams / Professional & Technical Skill Development | <i>Increase staff perception of support to learning & development</i> | <ul style="list-style-type: none"> • Enhance training for employees working on ATC in new safety measures and systems • Meet or exceed $\geq 57\%$ employee perception of support for learning & development (based on Metro's FY24 target) |

*Primary goal and objective

Low Voltage Power State of Good Repair

Initiative Type: Program
Average Annual Investment: \$24.5M
Capital Investment

Stations and Passenger Facilities
CIP0252



CIP Description: This program replaces low voltage power systems, improves various power components (including remote terminal units), and maintains existing low voltage power systems in a state of good repair.

Relevant Investments: The Low Voltage Power Room Rehabilitations and Passenger Station Low-Voltage Power Room Programmable Logic Control Upgrade investments contribute to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|---|--|--|
| Service Excellence / Safety & Security | <i>Reduce employee injuries</i> | <ul style="list-style-type: none"> • Meet or exceed ≤ 3.5 employee injuries per 200,000 hours worked on Rail (based on Metro's FY24 target) with trend towards 0 |
| Service Excellence / Safety & Security | <i>Improve security</i> | <ul style="list-style-type: none"> • Increase station security by reducing impacts to life-safety critical systems such as communications and cameras in case of outages |
| Service Excellence / Reliability* | <i>Improve quality of ride and increase on-time performance (OTP)</i> | <ul style="list-style-type: none"> • Reduce incidents/delays attributed to alternating electrical current (AC) power • Meet or exceed $\geq 90\%$ on-time performance for Rail (based on Metro's FY24 target) |
| Service Excellence / Reliability | <i>Improve operational efficiency</i> | <ul style="list-style-type: none"> • Reduce station outages |
| Service Excellence / Reliability* | <i>Increase operational capacity</i> | <ul style="list-style-type: none"> • Reduce incidents/delays attributed to AC power |
| Service Excellence / Convenience | <i>Increase general customer satisfaction</i> | <ul style="list-style-type: none"> • Meet or exceed $\geq 85\%$ customer satisfaction for Rail (based on Metro's FY24 target) |
| Sustainability / Financial Sustainability | <i>Reduce costs</i> | <ul style="list-style-type: none"> • Reduce corrective maintenance activities |

*Primary goal and objective

Traction Power State of Good Repair

Initiative Type: Program
Average Annual Investment: \$90.5M
Major Capital Investment



Rail Systems

CIP0253

CIP Description: This program replaces traction power systems, improves various traction power components (including remote terminal units), and maintains existing traction power systems in a state of good repair to deliver safe and reliable Metrorail operations.

Relevant Investments: The Traction Power State of Good Repair Contract 1, Traction Power State of Good Repair Contract 2, Power State of Good Repair Meggering and Replacement, Braking Energy Recovery Transfer Trip Protection, and Traction Power - Tagging Relay and Supervisory Control and Data Acquisition Upgrades investments contribute to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|--|--|---|
| Service Excellence / Safety & Security | <i>Reduce employee injuries</i> | <ul style="list-style-type: none"> • Meet or exceed ≤ 3.5 employee injuries per 200,000 hours worked on Rail (based on Metro's FY24 target) with trend towards 0 • Meet or exceed target to reduce smoke and fire incidents to ≤ 36 incidents annually (based on Metro's FY24 target) with trend towards 0, through meggering |
| Service Excellence / Reliability* | <i>Increase asset lifespan / improve state of good repair</i> | <ul style="list-style-type: none"> • Mitigate asset failures, improving Rail service |
| Service Excellence / Reliability | <i>Improve operational efficiency by increasing percent of rail service delivered</i> | <ul style="list-style-type: none"> • Increase available hours to complete track work • Meet or exceed $\geq 84\%$ service delivered for Rail (based on Metro's FY24 target) |
| Service Excellence / Reliability | <i>Increase operational capacity with reduced track under unplanned performance restrictions</i> | <ul style="list-style-type: none"> • Reduce obsolete or failing traction power equipment that leads to speed restrictions • Minimize disruptions to rail service as measured by the Rail Infrastructure Availability performance target of $\leq 1.0\%$ of track under unplanned speed restrictions (based on Metro's FY24 target) |

*Primary goal and objective

| Goal / Objective | Measure | Expected Performance Outcome |
|---|---|---|
| Service Excellence / Reliability | <i>Increase on-time performance (OTP)</i> | <ul style="list-style-type: none"> • Meet or exceed $\geq 90\%$ on-time performance for Rail (based on Metro's FY24 target) |
| Service Excellence / Convenience | <i>Increase general customer satisfaction</i> | <ul style="list-style-type: none"> • Meet or exceed $\geq 85\%$ customer satisfaction for Rail (based on Metro's FY24 target) |
| Sustainability / Financial Sustainability | <i>Reduce costs</i> | <ul style="list-style-type: none"> • Increase available hours to complete track work through tagging relay |
| Sustainability / Environmental Sustainability | <i>Reduce energy use</i> | <ul style="list-style-type: none"> • Support Metro's adopted Energy Action Plan commitment |

**Primary goal and objective*

Bus Priority Program Development

Initiative Type: Program
Average Annual Investment: \$6.1M
Capital Investment

Bus, Bus Facilities & Paratransit
CIP0254



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

Relevant Investment: The Bus Priority Program and Bus Priority Clear Lanes investments contributes to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|---|--|--|
| Service Excellence / Safety & Security | <i>Reduce crowding</i> | <ul style="list-style-type: none"> • Meet or exceed $\leq 5\%$ crowding (based on Metro's FY24 target) with more stable delivery of bus service |
| Service Excellence / Reliability* | <i>Increase on-time performance (OTP)</i> | <ul style="list-style-type: none"> • Meet or exceed $\geq 77\%$ on-time performance for Bus (based on Metro's FY24 target) • Improve schedule reliability |
| Service Excellence / Convenience | <i>Increase general customer satisfaction</i> | <ul style="list-style-type: none"> • Meet or exceed $\geq 74\%$ customer satisfaction for Bus (based on Metro's FY24 target) |
| Sustainability / Financial Sustainability | <i>Reduce costs</i> | <ul style="list-style-type: none"> • Reduce costs through increasing the speed of bus routes |

*Primary goal and objective

Tunnel Water Leak Mitigation

Initiative Type: Program
Average Annual Investment: \$3.0M
Major Capital Investment



Track & Structures Rehabilitation
CIP0262

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

Relevant Investment: The Water Leak Mitigation Pilot and Independent review on the red line between Silver Spring and Forest Glen; and Tenleytown-American University and Friendship Heights investment contributes to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|--|--|--|
| Service Excellence / Safety & Security* | <i>Reduce fire and smoke events</i> | Meet or exceed target to reduce smoke and fire incidents to ≤ 36 incidents annually (based on Metro's FY24 target) with trend towards 0 |
| Service Excellence / Reliability | <i>Increase operational capacity with reduced track under unplanned performance restrictions</i> | Minimize disruptions to rail service as measured by the Rail Infrastructure Availability performance target of $\leq 1.0\%$ of track under unplanned performance restrictions (based on Metro's FY24 target) |
| Service Excellence / Reliability | <i>Increase on-time performance (OTP)</i> | Meet or exceed $\geq 90\%$ on-time performance for Rail (based on Metro's FY24 target) |
| Service Excellence / Convenience | <i>Increase general customer satisfaction</i> | Meet or exceed $\geq 85\%$ general customer satisfaction for Rail (based on Metro's FY24 target) |

**Primary goal and objective*

Information Technology Hardware State of Good Repair

Initiative Type: Program
Average Annual Investment: \$23.1
Capital Investment



Business & Operations Support
CIP0342

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

Relevant Investments: The Computing Infrastructure Inventory and Replacement Sustainment, Metro Facility Communications Systems Sustainment, and Edge Device Replacement Program investments contribute to the following outcomes:

| Goal / Objective | Measure | Expected Performance Outcome |
|------------------|---------|------------------------------|
|------------------|---------|------------------------------|

| | | |
|---|-----------------------|--|
| Service Excellence / Safety & Security | Improve data security | <ul style="list-style-type: none"> • Improve data security for critical information |
|---|-----------------------|--|

| | | |
|---|--|---|
| Service Excellence / Reliability* | Improve reliability and state of good repair | <ul style="list-style-type: none"> • Reduce risk to the underlying business functions and communications network |
|---|--|---|

**Primary goal and objective*

SECTION II: CAPITAL INVESTMENT PERFORMANCE OUTCOMES – COMPLETED INVESTMENTS

Completed Capital Investment Performance Outcomes

In this section, Metro provides performance outcomes for the following six completed investments:

| Investment # | Investment Name |
|-----------------------|--|
| METRO PROJECTS | |
| CIP0306 | Stations Platform Rehabilitation Program – Phase 1 |
| CIP0307 | Stations Platform Rehabilitation Program – Phase 2 |
| CIP0308 | Stations Platform Rehabilitation Program – Phase 3 |
| METRO PROGRAMS | |
| CIP0006 | Bus Fleet Acquisition Program |
| CIP0072 | Elevator Rehabilitation Program |
| CIP0185 | Escalator Replacement Program |

Metro assessed the performance outcomes of these capital investments using the fiscal year prior to implementation as the baseline and the most recent completed fiscal year for comparison (e.g., FY19 vs. FY22).

The information in Section II will be used to support Metro's continuous improvement.

Station Platform Rehabilitation Program – Phase 1

Initiative Type: Project
Total Investment: \$325.3M
Completed Capital Investment

**Stations &
Passenger Facilities**
CIP0306



Relevant Investment: This project involved the completion of platform rehabilitation and repairs to platforms and station systems at six Metrorail Blue and Yellow Line stations in September 2019: Braddock Road, Van Dorn Street, Franconia-Springfield, King Street-Old Town, Eisenhower Avenue, and Huntington Stations to address potentially unsafe and deteriorating conditions. The Stations Platform Rehabilitation Program – Phase 1 investment contributed to the following outcomes:

| Goal / Objective | Measure | Performance Outcome |
|---|-------------------------------------|---|
| Service Excellence / Safety & Security* | Mitigate customer injuries | <ul style="list-style-type: none"> Mitigated customer injury risks with improvements such as slip-resistant tile |
| Service Excellence / Safety & Security | Improve security | <ul style="list-style-type: none"> Incorporated new camera systems to help increase security and deter crime (and in cases where crime occurs, provide information to help capture offenders) |
| Service Excellence / Reliability* | Improve state of good repair | <ul style="list-style-type: none"> Mitigated asset failures |
| Service Excellence / Convenience | Improve customer experience | <ul style="list-style-type: none"> Enhanced customer comfort and experience with slip-resistant tile, upgraded above-ground passenger shelters, new passenger information displays/ signage, and an improved public address system |
| Sustainability / Environmental Sustainability | Reduce energy use | <ul style="list-style-type: none"> Increased lighting efficiency and reduced energy use systemwide with LED lights |

*Primary goal and objective

Station Platform Rehabilitation Program – Phase 2

Initiative Type: Project
Total Investment: \$298.1M
Completed Capital Investment

**Stations &
Passenger Facilities**
CIP0307



Relevant Investment: This project involved the completion of completed platform rehabilitation and repairs to platforms and station systems in at five Virginia Metrorail systems in September 2020 along the Orange and Blue/Yellow Lines at East Falls Church, West Falls Church, Dunn Loring, Vienna, and Reagan National Airport Stations to address potentially unsafe and deteriorating conditions. The Stations Platform Rehabilitation Program – Phase 2 investment contributed to the following outcomes:

| Goal / Objective | Measure | Performance Outcome |
|---|-------------------------------------|--|
| Service Excellence / Safety and security | Mitigate customer injuries | <ul style="list-style-type: none"> Mitigated customer injury risks with improvements such as slip-resistant tile |
| Service Excellence / Safety & Security | Improve security | <ul style="list-style-type: none"> Incorporated new camera systems to help increase security and deter crime (and in cases where crime occurs, provide information to help capture offenders) |
| Service Excellence / Reliability* | Improve state of good repair | <ul style="list-style-type: none"> Mitigated asset failures |
| Service Excellence / Convenience | Improve customer experience | <ul style="list-style-type: none"> Enhanced customer comfort and experience with slip-resistant tile, upgraded above-ground passenger shelters, new passenger information displays/signage, and an improved public address system |
| Sustainability / Environmental Sustainability | Reduce energy use | <ul style="list-style-type: none"> Increased lighting efficiency and reduced energy use systemwide with LED lights |

*Primary goal and objective

Station Platform Rehabilitation Program – Phase 3

Initiative Type: Project
Total Investment: \$381.4M
Completed Capital Investment

**Stations &
Passenger Facilities**
CIP0308



Relevant Investment: This project involved the completion of completed platform rehabilitation and repairs to platforms and station systems at the following six stations along the Green and Blue Lines in Maryland and Virginia to address potentially unsafe and deteriorating conditions: Arlington Cemetery, Addison Road, West Hyattsville, Prince George’s Plaza, College Park, and Greenbelt. Customer experience improvements included slip-resistant tile, improved lighting, upgraded passenger shelters, new passenger information displays, and improved the public address system. The Stations Platform Rehabilitation Program – Phase 3 investment contributed to the following outcomes:

| Goal / Objective | Measure | Performance Outcome |
|---|--|--|
| Service Excellence / Safety & Security | <i>Mitigate customer injuries</i> | <ul style="list-style-type: none"> Mitigated customer injury risks with improvements such as slip-resistant tile |
| Service Excellence / Safety & Security | <i>Improve security</i> | <ul style="list-style-type: none"> Incorporated new camera systems to help increase security and deter crime (and in cases where crime occurs, provide information to help capture offenders) |
| Service Excellence / Reliability* | <i>Improve state of good repair</i> | <ul style="list-style-type: none"> Mitigated asset failures |
| Service Excellence / Convenience | <i>Improve customer experience</i> | <ul style="list-style-type: none"> Enhanced customer comfort and experience with slip-resistant tile, upgraded above-ground passenger shelters, new passenger information displays/signage, and an improved public address system |
| Sustainability / Environmental Sustainability | <i>Reduce energy use</i> | <ul style="list-style-type: none"> Increased lighting efficiency and reduced energy use systemwide with LED lights |

**Primary goal and objective*

Bus Fleet Acquisition Program

Initiative Type: Program
Average Annual Investment from FY19-FY22 - \$70.4M
Completed Capital Investment
Bus, Bus Facilities & Paratransit
CIP0006



Relevant Investment: This program acquires and replaces standard 30-foot, 40-foot, and articulated buses consistent with the Metrobus Fleet Management Plan. Metro continues to advance the purchase and deployment of electric buses; estimated incremental capital costs are included in this program. The program also includes bus maintenance training and the purchase of spare parts. The Performance Outcome Measures below evaluate all buses acquired from FY19-FY22. Between FY19 and FY22, WMATA acquired 442 total buses, including 150 Compressed Natural Gas (CNG) 40-foot buses, 250 Clean Diesel 40-foot buses, and 42 Clean Diesel 60-foot buses. Additionally, the Bus Acquisition Program includes bus maintenance and operations training, spare parts and equipment, and support services. Comparing the status of Metrobus one year prior to newly acquired buses being put into service to Metrobus’s status (at least one year after newly acquired buses were put in service) the Bus Fleet Acquisition Program investment contributed to the following outcomes:

| Goal / Objective | Measure | Performance Outcome |
|---|---|---|
| Service Excellence / Reliability* | Increase operational capacity | <ul style="list-style-type: none"> • Allowed Metro to successfully meet the bus fleet's target average age at $\leq 6.5-7.5$ years in FY22 and FY23, increasing the capacity of the available fleet |
| Service Excellence / Reliability | Increase mean distance between failure (MDBF) | <ul style="list-style-type: none"> • In FY18, Metro did not meet the MDBF performance target for buses ($\geq 8,000$ miles between failure) with 7,504 miles between failure in FY18 • In FY23, Metro did not meet the MDBF performance target for buses ($\geq 8,000$ miles between failure) with 6,925 miles between failure in FY23 |
| Sustainability / Environmental Sustainability | Reduce carbon footprint | <ul style="list-style-type: none"> • Used CNG to provide significant regional air quality benefits: <ul style="list-style-type: none"> ○ CNG buses emit 83 tons of greenhouse gases annually ○ Clean Diesel buses emit 124 tons of greenhouse gases annually ○ Increased number of CNG buses reduced Metro's carbon footprint in the region by 6,150 tons due to CNG bus acquisition alone |

*Primary goal and objective

Elevator Rehabilitation Program

Initiative Type: Program
Average Annual Investment: \$5.0M
Completed Capital Investment



Stations and Passenger Facilities CIP0072

Relevant Investment: This program rehabilitates elevators at Metrorail stations across the system including the replacement of internal elevator components and lighting upgrades to maintain a state of good repair and improve accessibility and security. The Performance Outcome Measures below evaluate all 40 elevators at 15 stations that were rehabilitated from FY18-FY22. Comparing the status of the elevators one year prior to rehabilitation to their status (at least one year after they were put in service) the Elevator Rehabilitation Program investment contributed to the following outcomes:

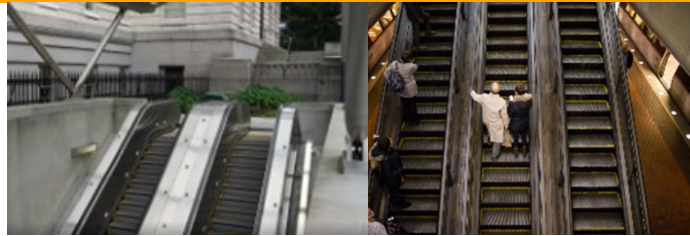
| Goal / Objective | Measure | Performance Outcome |
|--|---|---|
| Service Excellence / Safety & Security | <i>Reduce major crimes (Part 1 crimes)</i> | <ul style="list-style-type: none"> One year before rehabilitation, there were zero major crimes on <u>all</u> elevators at the 15 stations In FY23, two major crimes occurred on <u>all</u> elevators at the 15 stations. Metro did not meet the FY23 target of ≤ 6.5 Part 1 crimes per million passenger trips, with 7.7 in FY23 |
| Service Excellence / Reliability* | <i>Maintain (or increase) elevator availability</i> | <ul style="list-style-type: none"> Average availability of the 40 elevators one year prior to rehabilitation was 97.54% Average availability of the 40 elevators at the end of FY23 was 99.32%, exceeding Metro's FY23 performance target of 97.5% elevator availability |
| Service Excellence / Convenience | <i>Increase general customer satisfaction</i> | <ul style="list-style-type: none"> Exceeded Metro's FY23 target for Rail of $\geq 79\%$ with general customer satisfaction in FY23 of 84% |
| Regional Opportunity & Partnership / Regional Network/Partner Service Optimization & Transit Equity | <i>Promote equity</i> | <ul style="list-style-type: none"> Improved equity and seamless accessibility for all Metrorail passengers |
| Sustainability / Environmental Sustainability | <i>Reduce energy use</i> | <ul style="list-style-type: none"> Increased lighting efficiency and reduced energy use systemwide with LED lights |

*Primary goal and objective

Escalator Replacement

Initiative Type: Program
Total Investment: \$26.5M
Completed Capital Investment

Stations and Passenger Facilities
CIP0185



Relevant Investment: This program replaces escalators that have reached the end of their useful life and installs lighting to improve customer safety and security. From FY19-FY22, this program replaced 47 existing escalators in 20 stations throughout the Metrorail system with new American Public Transportation Association (APTA)-approved standard escalators. the Escalator Replacement Program investment contributed to the following outcomes:

| Goal / Objective | Measure | Performance Outcome |
|---|---|--|
| Service Excellence / Safety & Security | <i>Reduce customer injuries</i> | <ul style="list-style-type: none"> • One year before replacement, there were 14 customer injuries on all escalators at the 20 stations • In FY23, there were seven customer injuries on all escalators at the 20 stations. Metro exceeded the FY23 performance target of ≤ 20.6 Rail customer injuries per 10 million revenue miles, with 12.4 in FY23 |
| Service Excellence / Reliability* | <i>Maintain (or increase) escalator availability</i> | <ul style="list-style-type: none"> • Average availability of the 47 escalators one year prior to replacement was 94.31% • Average availability of the 47 escalators in FY23 was 98.53%, exceeding Metro's FY23 performance target of 92.9% escalator availability |
| Sustainability / Financial Sustainability | <i>Reduce costs</i> | <ul style="list-style-type: none"> • The average cost to maintain each escalator one year before replacement was \$26,900 • The FY23 average cost to maintain each escalator was \$9,538.35 |
| Sustainability / Environmental Sustainability | <i>Reduce energy use</i> | <ul style="list-style-type: none"> • Increased lighting efficiency and reduced energy use systemwide with LED lights |

**Primary goal and objective*

HOW TO READ THE 10-YEAR CAPITAL PLAN

Capital Plan Summary Tables

The following tables include details regarding all planned and potential investments in the 10-Year Capital Plan. The list includes projects, programs, pilots, concepts, studies, and staff augmentation/contract support initiatives that Metro will consider in the 10-year timeframe. Capital initiatives are organized by the six major investment categories that they fall under: Railcar and Railcar Facilities; Rail Systems; Track and Structure Rehabilitation; Stations and Passenger Facilities; Bus, Bus Facilities and Paratransit; and Business and Operations Support.

The 10-Year Capital Plan tables include total estimated project cost for applicable initiatives. The total estimated project costs were developed based on available historical cost data and established cost estimating standards. As projects are more defined, Metro estimating accuracy will improve.

Estimated cost numbers in the 10-Year Capital Plan tables are displayed in thousands (\$000). Investments that are included in the Budget are indicated with a check mark in the "FY25" column and investments included in the Six-Year Capital Improvement Program are noted specifically with a check mark in the "FY25-FY30" column.

Key Table Definitions

CIP. Capital Improvement Program (CIP) identification number that shows the overarching investment group

Project Identification Number. Number assigned to an identified need through the capital program development process

Project Name. Title that describes the intended purpose of the investment.

Project Type. Shows one of five main types of investments:

1. **Project** – An investment with a definable beginning and end involving expenditures

and funding for the creation, acquisition, repair, rehabilitation, replacement, modernization, improvement, or expansion of assets.

2. **Program** – An ongoing, annual investment and/or preventive maintenance activity with no defined start or end date.
3. **Need** – A potential future capital investment that has not been fully explored or developed into a project or program.
4. **Corrective Maintenance** – A portion of the operating costs to immediately repair an asset that is functioning as designed.
5. **Preventative Maintenance** – A portion of the operating costs to perform preventive maintenance on bus and rail vehicles.

Primary Purpose. Indicates if the proposed investment is a new investment, assessment, study, business case, strategy, design or state of good repair

Funding Timeframe.

FY25 – Initiative is included in proposed Capital Budget submitted to the Board of Directors

FY25 – FY30 – Initiative is included for consideration in the six-year Capital Improvement Program

FY25 – FY34 – Initiative is included for consideration in the 10-year Capital Plan

Estimate Type.

Rough Order of Magnitude (ROM) – Indicates that the cost estimate is preliminary and developed based on a need identified during the capital program development process

Total Project Cost – Indicates that a total project cost was developed based on initial scope, cost, and schematics

10-YEAR CAPITAL PLAN TABLES

| CIP | PID | Initiative Name | Investment Type | Primary Purpose | FY25 (000s) | FY25-FY30 (000s) | FY25-FY34 (000s) | Estimate Type | Estimate Amount (000s) |
|--|--|---|------------------------|------------------------------------|------------------|------------------|--------------------|---------------|------------------------|
| Category: Unknown | | | | | | | | | |
| CIP0388 | Parking Access Rev Sys. Rplcmt | | | | \$0 | \$0 | \$23,001 | | |
| | 11011 | Parking Access Revenue Control System Replacement | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$25,116 |
| Category: Bus, Bus Facilities & Paratransit | | | | | | | | | |
| CIP0002 | Bus Onboard Location Equipment and Software Program | | | | \$6,901 | \$22,087 | \$22,087 | | |
| | 10413 | Metrobus Onboard Location Equipment and Software Replacement | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$33,850 |
| CIP0004 | Bus Maintenance Facility and Equipment State of Good Repair Program | | | | \$3,251 | \$15,751 | \$96,904 | | |
| | 11820 | Carmen Turner Facility - Compressed Natural Gas Sensor Replacement | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$2,000 |
| | 10913 | Bus Garage Rehabilitation - Landover | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$47,571 |
| | 10914 | Bus Garage Rehabilitation - Shepherd Parkway | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$8,090 |
| | 10086 | Bus Maintenance and Support Equipment Replacement Program | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 11574 | Bus Restroom & Breakroom Construction - Tier 1, Tier 2, and New Carrollton Blockhouse | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$8,362 |
| | 11969 | Future Metrobus Restroom and Breakroom Locations | Need | Expanding Service | | | ✓ | ROM | \$5,000 |
| | 11958 | Metrobus Transit Hubs | Need | Expanding Service | | | ✓ | ROM | \$1,500 |
| CIP0005 | Bus Vehicle Rehabilitation Program | | | | \$65,825 | \$383,710 | \$648,624 | | |
| | 10005 | Bus Rehabilitation Program | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 10783 | Bus Vehicle Corrective Maintenance Program | Corrective Maintenance | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| CIP0006 | Bus Fleet Acquisition Program | | | | \$116,488 | \$850,911 | \$1,490,911 | | |
| | 11800 | Bus Acquisition Program (Future Contract) | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$503,000 |
| | 10004 | Bus Acquisition Program | Program | State of Good Repair/Modernization | | ✓ | ✓ | | |
| | 10829 | Zero-Emission Bus Fleet Conversion | Program | Expanding Service | ✓ | ✓ | ✓ | ROM | \$424,108 |
| CIP0015 | MetroAccess Fleet Acquisition | | | | \$29,916 | \$112,007 | \$186,565 | | |
| | 10013 | MetroAccess Fleet Acquisition Program | Program | State of Good Repair/Modernization | | ✓ | ✓ | ROM | \$12,040 |
| | 11321 | MetroAccess Fleet Acquisition Program (FY2021 - FY2024 Fleet Plan) | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$41,589 |
| CIP0143 | Bus Vehicle Preventive Maintenance | | | | \$1,000 | \$6,000 | \$10,000 | | |
| | 10007 | Bus Preventive Maintenance Program | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |

| CIP | PID | Initiative Name | Investment Type | Primary Purpose | FY25 (000s) | FY25-FY30 (000s) | FY25-FY34 (000s) | Estimate Type | Estimate Amount (000s) |
|----------------|---|--|-----------------|------------------------------------|------------------|------------------|------------------|---------------|------------------------|
| CIP0220 | Bus Planning Studies Program | | | | \$1,080 | \$7,080 | \$12,830 | | |
| | 10760 | Bus-Oriented Development | Need | Expanding Service | | | ✓ | ROM | \$750 |
| | 10182 | Metrobus Planning Studies Program | Program | Study | ✓ | ✓ | ✓ | | |
| CIP0221 | Bus Customer Facility Improvements | | | | \$9,484 | \$72,079 | \$107,764 | | |
| | 11337 | Bus Customer Information Digital Signs Extension and Maintenance | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$11,055 |
| | 11726 | Temporary Bus Shelter Installation | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$2,477 |
| | 11968 | Bus Stop Seating Demonstration | Project | Expanding Service | | ✓ | ✓ | TPC | \$850 |
| | 10088 | Metrobus Shelter Replacement | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$67,343 |
| | 11736 | Metrobus System Map and Signage - Future Contract | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$2,600 |
| | 11244 | Installation of Bus Bulbs at Bus Stops | Need | Expanding Service | | | ✓ | ROM | \$6,000 |
| | 11142 | Installation of Bus Bulbs - Pilot Locations | Need | Study | | | ✓ | ROM | \$447 |
| | 11946 | Metrobus Shelter Replacement Program - Future Replacements | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$155,700 |
| | 10818 | Systemwide Bus Stop Accessibility Assessment | Need | Assessment | | | ✓ | ROM | \$5,687 |
| | 11682 | Systemwide Bus Stop Accessibility Improvements | Need | Expanding Service | | | ✓ | ROM | \$20,000 |
| CIP0254 | Bus Priority Program Development | | | | \$3,857 | \$36,494 | \$49,235 | | |
| | 11631 | Bus Priority Clear Lanes | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$33,366 |
| | 10923 | Bus Priority Program | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$30,317 |
| CIP0275 | New Carrollton Garage and Bus Bays | | | | \$14,945 | \$14,945 | \$14,945 | | |
| | 10879 | New Carrollton Parking Garage | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$115,867 |
| CIP0311 | Bladensburg Bus Garage Replacement | | | | \$83,178 | \$260,169 | \$260,169 | | |
| | 11553 | Bladensburg Bus Garage Conversion for Electric Buses | Project | Expanding Service | | ✓ | ✓ | TPC | \$75,000 |
| | 10579 | Bus Garage Replacement - Bladensburg | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$416,216 |
| CIP0312 | Four Mile Run Bus Garage Rehabilitation | | | | \$0 | \$0 | \$24,000 | | |
| | 11683 | Four Mile Run Bus Garage Rehabilitation | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$24,000 |
| CIP0315 | Northern Bus Garage Replacement | | | | \$144,920 | \$383,295 | \$383,295 | | |
| | 10577 | Bus Garage Replacement - Northern | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$599,074 |
| | 11552 | Northern Bus Garage Conversion for Electric Buses | Project | Expanding Service | | ✓ | ✓ | TPC | \$77,000 |
| CIP0355 | Zero Emission Bus Acquisition and Evaluation | | | | \$8,611 | \$15,199 | \$80,221 | | |

| CIP | PID | Initiative Name | Investment Type | Primary Purpose | FY25 (000s) | FY25-FY30 (000s) | FY25-FY34 (000s) | Estimate Type | Estimate Amount (000s) |
|----------------|--|--|-----------------|------------------------------------|----------------|------------------|------------------|---------------|------------------------|
| | 10038 | Zero-Emission Bus Acquisition and Evaluation | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$40,188 |
| | 11998 | Battery Electric Bus Charge Management Enterprise Solution | Need | Expanding Service | | | ✓ | ROM | \$6,000 |
| | 11775 | Metrobus Hydrogen Vehicle Evaluation | Need | Study | | | ✓ | ROM | \$15,000 |
| | 11956 | Short-Term Electric Charging at Various Bus Garages | Need | Expanding Service | | | ✓ | ROM | \$50,000 |
| CIP0376 | Western Bus Garage Replacement | | | | \$1,700 | \$1,700 | \$301,220 | | |
| | 10850 | Western Bus Garage - Land Acquisition and National Environmental Policy Act Activities | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$51,775 |
| | 11805 | Bus Garage Replacement - Western (Construction) | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$650,000 |
| CIP0383 | Cinderbed Electric Bus Garage | | | | \$2,940 | \$162,128 | \$162,128 | | |
| | 11989 | Cinder Bed Road Bus Garage - Electric Conversion | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$163,822 |
| CIP8021 | D&E Bus & Paratransit Improvements | | | | \$0 | \$0 | \$1,583 | | |
| | 10915 | Mount Rainier Bus Terminal Rehabilitation | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$1,583 |
| CIP8024 | Future Bus Maint/Overhaul Proj | | | | \$1,006 | \$20,906 | \$347,749 | | |
| | 11554 | Zero-Emission Vehicle Program Planning, Training, and Operational Support | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$20,200 |
| | 11551 | Future Bus Garage Conversions for Zero Emission Buses | Need | Expanding Service | ✓ | ✓ | ✓ | ROM | \$1,010,000 |
| | 11264 | MetroAccess - Zero-Emission Fleet Conversion Analysis & Rollout Plan | Need | Strategy | | | ✓ | ROM | \$5,000 |
| CIP8026 | Future Bus Maintenance Facilities | | | | \$0 | \$0 | \$55,088 | | |
| | 10831 | Bus Garage Rehabilitation - Montgomery | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$37,254 |
| | 11411 | Replacement of 11 Bus Supervisor Booths | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$1,600 |
| | 11997 | Southern Ave Bus Garage Short-Term Improvements | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$25,000 |
| CIP8027 | D&E Bus Passenger Facility Improvements | | | | \$0 | \$0 | \$18,883 | | |
| | 10220 | Army Navy Drive Transit Center Construction | Need | Expanding Service | | | ✓ | ROM | \$8,200 |
| | 11121 | Metro Bus Loop Rehabilitation and Safety Enhancement | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$61,887 |
| | 11448 | Veteran's Hospital Bus Loop Improvement Design | Need | Design | | | ✓ | ROM | \$100 |
| CIP8028 | Future Bus Pass Facil Systems | | | | \$0 | \$0 | \$433,839 | | |
| | 11993 | Bus Rapid Transit and Express Bus Service | Need | Expanding Service | | | ✓ | ROM | \$5,000,000 |
| | 10752 | Bus Loop Canopy Installation | Need | Expanding Service | | | ✓ | ROM | \$18,000 |

| CIP | PID | Initiative Name | Investment Type | Primary Purpose | FY25 (000s) | FY25-FY30 (000s) | FY25-FY34 (000s) | Estimate Type | Estimate Amount (000s) |
|--|---|--|-----------------|------------------------------------|-----------------|------------------|------------------|---------------|------------------------|
| | 11506 | Deanwood Bus Landing Pad Expansion | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$45 |
| | 11584 | Emergency Announcement System at Bus Loops - Business case | Need | Business Case | | | ✓ | ROM | \$250 |
| | 11538 | Installation of Public Address Systems at Bus Loops | Need | Expanding Service | | | ✓ | ROM | \$12,000 |
| | 11447 | Bus Access Improvements at Tenleytown Metrorail Station | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$30,403 |
| | 11449 | Veterans Hospital Bus Loop Improvements | Need | Expanding Service | | | ✓ | ROM | \$4,018 |
| | 10774 | Washington Hospital Bus Loop Improvement | Need | Expanding Service | | | ✓ | ROM | \$1,614 |
| Category: Business & Operations Support | | | | | | | | | |
| CIP0009 | Service Vehicle Acquisition Program | | | | \$14,628 | \$80,524 | \$151,970 | | |
| | 11943 | Office of Emergency Preparedness Vehicles | Need | Expanding Service | | | ✓ | ROM | \$2,500 |
| | 10023 | Service Vehicle Replacement Program | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$72,500 |
| CIP0010 | Environmental Compliance Program | | | | \$15,773 | \$42,542 | \$87,354 | | |
| | 10166 | Pollution Prevention at Track Fueling Areas | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$5,869 |
| | 11688 | Storage Tank Replacement at New Carrollton, Greenbelt and Glenmont Railyards | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$25,619 |
| | 10244 | Pavement and Stormwater Management at 3421 Pennsy Drive | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$9,360 |
| | 11875 | Twinbrook Station Stormwater Structure - Design | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$200 |
| | 11806 | Carmen Turner Emergency Exit Improvements | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$3,175 |
| | 10286 | Environmental Compliance Program | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 11173 | Replacement of Sloped Landscape Areas at Metrorail Stations | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$6,567 |
| | 11873 | Storage Tank Replacement at the Four Mile Run Bus Garage | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$8,044 |
| | 11808 | Stormwater Systems Rehabilitation - 9 Maryland Sites | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$20,280 |
| | 11975 | Twinbrook Stormwater Structure Rehabilitation - Implementation | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$2,000 |
| CIP0034 | Revenue Collection Facility Rehabilitation | | | | \$0 | \$0 | \$32,095 | | |
| | 10710 | Revenue Collection Facility Improvements | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$32,095 |
| CIP0036 | Procurement Program Support | | | | \$13,292 | \$63,799 | \$99,217 | | |
| | 10797 | Procurement Program Support | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |

| CIP | PID | Initiative Name | Investment Type | Primary Purpose | FY25 (000s) | FY25-FY30 (000s) | FY25-FY34 (000s) | Estimate Type | Estimate Amount (000s) |
|----------------|---|--|-----------------|------------------------------------|----------------|------------------|------------------|---------------|------------------------|
| CIP0039 | System Planning and Development | | | | \$4,018 | \$45,429 | \$67,749 | | |
| | 11533 | Blue, Orange, and Silver Line Corridor National Environmental Policy Act Project Development | Project | Assessment | ✓ | ✓ | ✓ | TPC | \$26,880 |
| | 12005 | Bus Network Redesign Implementation | Need | Expanding Service | ✓ | ✓ | ✓ | ROM | \$5,000 |
| | 10858 | Capacity and Modernization Project Development: Rail Optimization Service Projects | Program | Study | | ✓ | ✓ | ROM | \$500 |
| | 11184 | Data Lab Research Program | Program | Strategy | ✓ | ✓ | ✓ | | |
| | 12000 | Planning Studies Program | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 10213 | Planning Tools and Data | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 10652 | Regional Transit Expansion Plan (Metro 2050) | Need | Assessment | | | ✓ | ROM | \$3,000 |
| | 10396 | Trace Model Platform Data Processing Services | Program | Assessment | ✓ | ✓ | ✓ | | |
| CIP0043 | Bus and Rail Scheduling and Operations Software Improvements | | | | \$6,629 | \$10,386 | \$16,426 | | |
| | 11660 | Forms Digitization and Process Automation - Bus Transportation | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$595 |
| | 10184 | Bus and Rail Scheduling System Improvements | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$20,808 |
| CIP0056 | Rail Service Management Software Improvements | | | | \$929 | \$929 | \$929 | | |
| | 10137 | Real Time Passenger Information Software Updates | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$5,500 |
| CIP0099 | Joint Development Program Support | | | | \$2,000 | \$12,000 | \$43,178 | | |
| | 11787 | Braddock Road Station Joint Development | Need | Expanding Service | | | ✓ | ROM | \$2,000 |
| | 11788 | Brookland Station Joint Development | Need | Expanding Service | | | ✓ | ROM | \$2,000 |
| | 11789 | Capitol Heights Station Joint Development | Need | Expanding Service | | | ✓ | ROM | \$2,000 |
| | 11907 | Congress Heights Joint Development | Need | Expanding Service | | | ✓ | ROM | \$3,178 |
| | 11790 | Forest Glen Station Joint Development | Need | Expanding Service | | | ✓ | ROM | \$2,000 |
| | 11791 | Fort Totten Station Joint Development | Need | Expanding Service | | | ✓ | ROM | \$2,000 |
| | 11794 | Greenbelt Station Joint Development | Need | Expanding Service | | | ✓ | ROM | \$2,000 |
| | 11078 | Joint Development and Station Improvement Support | Program | Expanding Service | ✓ | ✓ | ✓ | | |
| | 11792 | North Bethesda Station Joint Development | Need | Expanding Service | | | ✓ | ROM | \$2,000 |
| | 11785 | Takoma Station Joint Development | Need | Expanding Service | | | ✓ | ROM | \$2,000 |
| | 11786 | Twinbrook Station Joint Development | Need | Expanding Service | | | ✓ | ROM | \$2,000 |
| | 11793 | West Hyattsville Station Joint Development | Need | Expanding Service | | | ✓ | ROM | \$2,000 |
| CIP0101 | Internal Compliance Capital Management Support | | | | \$1,236 | \$5,881 | \$9,139 | | |
| | 10871 | Internal Compliance Capital Management Support | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |

| CIP | PID | Initiative Name | Investment Type | Primary Purpose | FY25 (000s) | FY25-FY30 (000s) | FY25-FY34 (000s) | Estimate Type | Estimate Amount (000s) |
|----------------|---|---|-----------------|------------------------------------|-----------------|------------------|------------------|---------------|------------------------|
| CIP0127 | Transit Police Support Equipment | | | | \$681 | \$6,382 | \$9,638 | | |
| | 11563 | Police Body Worn Cameras | Project | Expanding Service | | ✓ | ✓ | TPC | \$2,590 |
| | 10201 | Police Support Equipment Replacement | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| CIP0131 | Capital Program Financing Support | | | | \$2,000 | \$12,000 | \$20,000 | | |
| | 10557 | Capital Program Financing | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| CIP0150 | Support Facility Fire System Rehabilitation | | | | \$2,833 | \$5,884 | \$57,779 | | |
| | 11573 | Fire Alarm Replacement - Greenbelt and Carmen Turner Facility | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$3,636 |
| | 11942 | Fire Alarm State of Good Repair - Southern Avenue Bus Garage | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$3,543 |
| | 11936 | Compressed Natural Gas Detection System Replacement at Four Mile Run Bus Garage | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$1,202 |
| | 10999 | Support Facility Fire Alarm State of Good Repair | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$62,092 |
| | 11431 | Systemwide Fire Risk Mitigation | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$11,848 |
| CIP0170 | Facility Roof Rehabilitation and Replacement | | | | \$12,216 | \$17,702 | \$25,802 | | |
| | 11896 | Roof Rehabilitation - 6 Locations | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$2,900 |
| | 11783 | Roof Rehabilitation - 12 Locations | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$2,000 |
| | 11670 | Roof Rehabilitation - 17 Locations | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$4,812 |
| | 11934 | Roof Rehabilitation - New Carrollton Yard Annex Building B | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$1,700 |
| | 11919 | Roof Replacement - 13 Locations | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$2,600 |
| | 11935 | Roof Rehabilitation Package - Greenbelt S&I Heavy Repair | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$1,800 |
| | 11329 | Roof Rehabilitation and Replacement - 39 Roofs | Project | State of Good Repair/Modernization | | ✓ | ✓ | TPC | \$5,965 |
| | 11361 | Glenmont Station Bus Bay Canopy Skylight Replacement | Project | State of Good Repair/Modernization | | ✓ | ✓ | TPC | \$3,430 |
| | 10067 | Roof Rehabilitation and Replacement | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$9,600 |
| | 12014 | Roof Rehabilitation Program Support | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| CIP0197 | Support Facility Improvements | | | | \$8,964 | \$29,015 | \$29,015 | | |
| | 11732 | Mechanical Upgrades at Five Facilities | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$17,030 |

| CIP | PID | Initiative Name | Investment Type | Primary Purpose | FY25 (000s) | FY25-FY30 (000s) | FY25-FY34 (000s) | Estimate Type | Estimate Amount (000s) |
|----------------|--|---|-----------------|------------------------------------|-----------------|------------------|------------------|---------------|------------------------|
| | 11686 | Rail Station, Railyard, and Bus Garage Breakroom Renovation and Construction - 36 Locations | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$28,452 |
| | 11250 | Data Center Mechanical Upgrades at Carmen Turner Facility Building D | Project | State of Good Repair/Modernization | | ✓ | ✓ | TPC | \$12,503 |
| CIP0212 | Sustainability/Resiliency Program | | | | \$3,136 | \$17,836 | \$517,796 | | |
| | 11810 | Program Management Support Services for the Office of Sustainability | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$2,700 |
| | 11557 | Energy Action Plan and Decarbonization Strategy | Project | Assessment | ✓ | ✓ | ✓ | TPC | \$560 |
| | 10337 | Environmental Sustainability Lab | Program | Expanding Service | ✓ | ✓ | ✓ | | |
| | 11267 | Implementation of Low Impact Development Stormwater Investments | Need | Expanding Service | | | ✓ | ROM | \$7,500 |
| | 11994 | Net Zero Carbon Facilities | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$3,000,000 |
| | 11227 | Sustainability Project Management | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| CIP0213 | Capital Program Development Support | | | | \$24,954 | \$101,507 | \$167,413 | | |
| | 11265 | Resilience Implementation Strategy | Project | Assessment | ✓ | ✓ | ✓ | TPC | \$4,366 |
| | 10792 | Capital Program Development Support | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| CIP0259 | Employee Timekeeping System | | | | \$0 | \$0 | \$6,550 | | |
| | 11917 | Cloud-Based Timekeeping Migration | Need | Expanding Service | | | ✓ | ROM | \$3,000 |
| CIP0269 | Asset Management Software | | | | \$0 | \$854 | \$854 | | |
| | 10084 | Enterprise Asset Systems and Information Management Improvement Initiative | Project | State of Good Repair/Modernization | | ✓ | ✓ | TPC | \$4,158 |
| CIP0270 | Capital Delivery Program Support | | | | \$35,512 | \$150,476 | \$245,120 | | |
| | 10793 | Design, Engineering, and Construction Capital Management Support | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 11178 | Engineering Support for Americans with Disabilities Act Requirements Review | Program | Assessment | ✓ | ✓ | ✓ | | |
| CIP0273 | Support Facility Rehabilitation | | | | \$3,570 | \$43,570 | \$118,175 | | |
| | 11199 | Fall Protection Capital Needs Assessment | Need | Assessment | | | ✓ | ROM | \$150 |
| | 11352 | Fall Protection Systems Implementation | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$25,000 |
| | 11139 | Field Office Rehabilitation Assessment | Need | Assessment | | | ✓ | ROM | \$500 |
| | 11887 | Fire Life Safety Signage at Non-Revenue Facilities | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$10,000 |
| | 11568 | Improving Office Workspace at Railyards | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$12,619 |
| | 10756 | Non-Revenue Facility Heating, Ventilation, and Air Cooling Replacement | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$88,000 |

| CIP | PID | Initiative Name | Investment Type | Primary Purpose | FY25 (000s) | FY25-FY30 (000s) | FY25-FY34 (000s) | Estimate Type | Estimate Amount (000s) |
|----------------|--|--|-----------------|------------------------------------|-----------------|------------------|------------------|---------------|------------------------|
| | 10122 | Ongoing Interior Architecture and Furniture System Upgrades | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 11724 | Portable Air Purifiers | Need | Expanding Service | | | ✓ | ROM | \$75 |
| | 10288 | Safety Platforms for Mechanical Equipment on Facility Rooftops Study | Need | Study | | | ✓ | ROM | \$200 |
| | 11432 | Update Interior Spaces to Workplace Standards | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$5,025 |
| CIP0277 | Supply Chain Modernization | | | | \$800 | \$851 | \$8,161 | | |
| | 11560 | Material Handling Equipment Lifecycle Replacement Program | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$1,760 |
| | 11981 | Installation of Barcode Capabilities at Warehouse and Storerooms | Need | Study | | | ✓ | ROM | \$500 |
| | 11937 | Supply Chain - Warehouse Management System | Need | Expanding Service | | | ✓ | ROM | \$1,500 |
| | 10119 | Supply Chain Modernization | Need | Expanding Service | | | ✓ | ROM | \$1,500 |
| | 11980 | Warehouse and Storeroom Facility Rehabilitation Needs Study | Need | Study | | | ✓ | ROM | \$500 |
| | 11979 | Warehouse Storage Unit Maintenance, Replacement and Procurement Study | Need | Study | | | ✓ | ROM | \$500 |
| | 10147 | Warehouse Storage Unit Maintenance, Replacement, and Procurement | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$3,000 |
| CIP0319 | Bus Maintenance Facility State of Good Repair Program | | | | \$0 | \$388 | \$388 | | |
| | 12008 | Congress Heights Bus Operator Relief Facility within DC Public Library | Need | State of Good Repair/Modernization | | ✓ | ✓ | ROM | \$388 |
| CIP0324 | Capital Program Financial Support | | | | \$3,000 | \$15,003 | \$23,421 | | |
| | 10795 | Capital Program Financial Support | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| CIP0330 | Information Technology Data Center | | | | \$2,062 | \$4,626 | \$4,626 | | |
| | 11691 | Off-Premises Data Center | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$10,370 |
| CIP0331 | Enterprise Resource Planning Software Replacement | | | | \$65,975 | \$176,918 | \$176,918 | | |
| | 10037 | Enterprise Resource Planning Software Purchase and Installation | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$218,275 |
| CIP0335 | Office Consolidation - District of Columbia | | | | \$7,300 | \$10,383 | \$10,383 | | |
| | 11007 | Jackson Graham Building Chiller Replacement | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$21,899 |
| CIP0337 | Office Consolidation - Virginia | | | | \$2,600 | \$4,219 | \$4,219 | | |
| | 11718 | Operations Control Center Unified Communications Effort | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$2,974 |
| | 11828 | Metro Integrated Command and Communications Control Center | Project | Strategy | ✓ | ✓ | ✓ | TPC | \$4,318 |
| CIP0338 | Office Consolidation - Maryland | | | | \$0 | \$1,127 | \$1,127 | | |

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|----------------|---|---|-----------------|------------------------------------|-----------------|------------------|------------------|---------------|------------------------|
| | 10681 | Office Consolidation - Maryland | Project | Expanding Service | | ✓ | ✓ | TPC | \$209,178 |
| CIP0339 | Rail Station Emergency Egress Improvements | | | | \$1,240 | \$21,172 | \$36,862 | | |
| | 11765 | Station Emergency Egress - Emergency Hatch Protections | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$4,241 |
| | 10823 | Station Emergency Egress - Emergency Hatch Protections Assessment | Project | Assessment | | ✓ | ✓ | TPC | \$778 |
| | 10306 | Metrorail Station Emergency Egress Upgrades | Need | State of Good Repair/Modernization | | ✓ | ✓ | ROM | \$32,000 |
| CIP0342 | Information Technology Hardware State of Good Repair | | | | \$16,977 | \$138,378 | \$245,305 | | |
| | 10109 | Computing Infrastructure Inventory and Replacement Sustainment | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 10732 | Edge Device Replacement Program | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$60,705 |
| | 10126 | Metro Facility Communications Systems Sustainment | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$65,637 |
| CIP0347 | Accounting Capital Program Support | | | | \$2,418 | \$11,548 | \$17,950 | | |
| | 11576 | Asset Management Accounting Support | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| CIP0357 | Cybersecurity Legacy Software Improvements | | | | \$4,806 | \$4,806 | \$4,806 | | |
| | 11394 | Cybersecurity Legacy Software Improvement | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$20,021 |
| CIP0358 | Business Systems State of Good Repair | | | | \$20,169 | \$102,225 | \$179,204 | | |
| | 11595 | Business Systems Sustainment - Program Management | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$17,522 |
| | 11586 | Enterprise Learning Management System Sustainment | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$22,336 |
| | 11588 | Planning and Budgeting Software Sustainment | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$11,516 |
| | 11594 | Intranet Applications Sustainment | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$8,279 |
| | 11592 | Occupational Health and Wellness Software Sustainment | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$3,734 |
| | 11589 | Contract Lifecycle Management Software Sustainment | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$15,999 |
| | 11590 | ePerformance Software Sustainment | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$3,428 |
| | 11585 | Finance and Supply Chain Management Software Sustainment | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$20,331 |
| | 11587 | Manage and Automate Human Resource Functions | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$17,655 |
| | 11593 | Public Web Technologies Sustainment | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$11,257 |

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|----------------|---|--|-----------------|------------------------------------|-----------------|------------------|------------------|---------------|------------------------|
| | 11591 | Timekeeping Software Sustainment | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$26,118 |
| | 11628 | Web Application Sustainment | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$26,782 |
| CIP0359 | Enterprise Technology Platforms State of Good Repair | | | | \$5,231 | \$25,826 | \$48,118 | | |
| | 11597 | Business Intelligence Technologies Sustainment | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$20,862 |
| | 11598 | Sustainment for Databases and Data Systems | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$14,690 |
| | 11596 | Enterprise Tools Sustainment | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$15,913 |
| | 11599 | Shared Systems Sustainment - Program Management | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$3,781 |
| CIP0360 | Transit Systems State of Good Repair | | | | \$13,782 | \$75,759 | \$123,153 | | |
| | 11620 | Advanced Information Management Sustainment | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$7,222 |
| | 11619 | Bus Support Systems - Sustainment | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$13,727 |
| | 11604 | Document Storage and Retention Software Sustainment | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$10,010 |
| | 11606 | Geographic Information System System Sustainment | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$12,291 |
| | 11603 | Asset Management Sustainment | Program | State of Good Repair/Modernization | | ✓ | ✓ | ROM | \$15,312 |
| | 11607 | Metro Transit Police Technologies Sustainment | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$12,168 |
| | 11600 | Passenger Information Display System Sustainment | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$19,633 |
| | 11608 | Sustainment of the Badging and Security Database and Application | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$6,186 |
| | 11601 | Rail Performance Management Sustainment | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$16,440 |
| | 11609 | Safety Management System Sustainment | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$12,265 |
| | 11602 | Train Progress System Application Sustainment | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$2,866 |
| | 11610 | Transit Systems Sustainment - Program Management | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$9,536 |
| | 11605 | Product Lifecycle Management System Sustainment | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$4,027 |
| CIP0361 | Service Oriented Architecture (SOA) Program | | | | \$1,600 | \$8,541 | \$14,077 | | |
| | 11611 | Service Oriented Architecture Systems - Sustainment | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$12,792 |
| CIP0362 | Independent Verification & Validation program | | | | \$0 | \$0 | \$3,000 | | |

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|----------------|--|---|-----------------|------------------------------------|----------------|------------------|------------------|---------------|------------------------|
| | 11612 | Independent Verification & Validation Assessment | Need | Assessment | | | ✓ | | |
| CIP0371 | West Falls Church Development | | | | \$150 | \$2,850 | \$2,850 | | |
| | 10878 | West Falls Church Joint Development | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$3,000 |
| CIP0382 | Content Management System Upgrade | | | | \$2,581 | \$16,091 | \$16,091 | | |
| | 10542 | New Digital Information Content Management System | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$16,200 |
| CIP0384 | Information Technology Investments | | | | \$1,157 | \$1,242 | \$1,242 | | |
| | 11914 | Microsoft Environment Modernization and Transformation | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$2,640 |
| | 10940 | Consolidated Contact Center | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$1,160 |
| | 11079 | Public Participation Management System Enhancement | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$1,773 |
| CIP0385 | Lbr&Emp Relations Case Mngmt | | | | \$0 | \$500 | \$500 | | |
| | 11482 | Employee Complaint Management System | Project | Expanding Service | | ✓ | ✓ | TPC | \$500 |
| CIP8015 | D&E Rail Station Improvements | | | | \$0 | \$1,250 | \$1,250 | | |
| | 11768 | Americans with Disabilities Act Station Egress Assessment | Need | Assessment | | ✓ | ✓ | ROM | \$1,250 |
| CIP8021 | D&E Bus & Paratransit Improvements | | | | \$0 | \$828 | \$828 | | |
| | 10802 | Bus Fleet Plan Update | Project | Study | | ✓ | ✓ | TPC | \$276 |
| | 10804 | Service Vehicle Fleet Plan | Project | Study | | ✓ | ✓ | TPC | \$276 |
| | 10801 | MetroAccess Fleet Plan Update | Project | Study | | ✓ | ✓ | TPC | \$276 |
| CIP8029 | D&E Information Technology Improvements | | | | \$4,034 | \$27,034 | \$51,058 | | |
| | 11999 | Customer Relations Management Project and Strategy | Project | Expanding Service | | ✓ | ✓ | TPC | \$20,000 |
| | 11109 | Threat Management Program | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$2,222 |
| | 10943 | Electronic Procurement Software Purchase | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$95 |
| | 11181 | Industrial Internet of Things Software and Hardware Pilot | Project | Expanding Service | | ✓ | ✓ | TPC | \$3,000 |
| | 11114 | Security Log Standardization | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$1,800 |
| | 11107 | Software Development Life Cycle Revision | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$1,687 |
| | 10937 | Employee Health System | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$1,881 |
| | 10877 | Enterprise Identity and Access Management Implementation | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$6,864 |
| | 11452 | Bus Collision Avoidance System | Need | Expanding Service | | | ✓ | ROM | \$16,500 |
| | 11653 | Bus Planning Line/Route Matrix Automation | Need | Expanding Service | | | ✓ | ROM | \$825 |
| | 11627 | Core Enterprise Architecture Services | Need | Expanding Service | | | ✓ | ROM | \$3,686 |

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|----------------|---|--|-----------------|------------------------------------|-------------|------------------|------------------|---------------|------------------------|
| | 10952 | Datamart for Internal Business Operations | Need | Expanding Service | | | ✓ | ROM | \$3,150 |
| | 11077 | Rail Operations Control Center Integration of Communications Study | Need | Study | | | ✓ | ROM | \$300 |
| | 11658 | Technology Cloud Study | Need | Study | | | ✓ | ROM | \$100 |
| CIP8030 | Future Information Technology Projects | | | | \$95 | \$44,114 | \$88,375 | | |
| | 11477 | Automated Proposal Management Software | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$423 |
| | 11469 | Americans with Disabilities Act Tracking Software | Need | Expanding Service | | | ✓ | ROM | \$500 |
| | 11823 | Asset Management Application Upgrade | Need | Expanding Service | | ✓ | ✓ | ROM | \$33,200 |
| | 10358 | Bus Stop Beacon Technology Deployment | Need | Expanding Service | | | ✓ | ROM | \$499 |
| | 11464 | Digital Technology Governance Board Support | Need | Expanding Service | | | ✓ | ROM | \$4,500 |
| | 10383 | Enterprise Records Management Search Screen Migration | Need | Expanding Service | | | ✓ | ROM | \$500 |
| | 11004 | Fare Evasion Data Collection Application | Need | Expanding Service | | | ✓ | ROM | \$750 |
| | 10384 | Enterprise Content Management Platform High Availability | Need | Expanding Service | | | ✓ | ROM | \$360 |
| | 11467 | Health Insurance Portability and Accountability Act (HIPAA) Security Remediation | Need | Expanding Service | | | ✓ | ROM | \$1,000 |
| | 10323 | Human Resources Information Digitization Phase 2 | Need | Expanding Service | | | ✓ | ROM | \$1,400 |
| | 11662 | Implement Cash Position Management | Need | Expanding Service | | | ✓ | ROM | \$300 |
| | 10809 | Metro Transit Police Technology System Improvements | Need | Expanding Service | | | ✓ | ROM | \$4,900 |
| | 10667 | Paratransit Technology Scheduling System | Need | Expanding Service | | ✓ | ✓ | ROM | \$18,500 |
| | 10880 | Police Dispatch and Records Management | Need | Expanding Service | | | ✓ | ROM | \$2,499 |
| | 10959 | Supervisory Control and Data Acquisition Network Switch Replacement | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$3,700 |
| | 10814 | Rail Operations Control Center Software Replacement | Need | Expanding Service | | | ✓ | | |
| | 11119 | Radio Frequency Identification Tags for Track Location Data | Need | Expanding Service | | | ✓ | ROM | \$1,050 |
| | 11459 | Bus Ridership Survey Mobile Application Replacement | Need | Expanding Service | | | ✓ | | |
| | 11661 | Funds Usage Forecasting System | Need | Expanding Service | | | ✓ | ROM | \$300 |
| | 11463 | Software Asset Management System and Processes | Need | Expanding Service | | | ✓ | ROM | \$2,400 |
| | 11106 | Automated Scanning and Security Baselines for Software | Need | Expanding Service | | | ✓ | ROM | \$2,820 |
| | 11457 | Rail Ridership Survey Mobile Application Development | Need | Expanding Service | | | ✓ | ROM | \$750 |

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|-------------------------------|--|---|-----------------|------------------------------------|----------------|------------------|------------------|---------------|------------------------|
| | 10466 | Strategic Work Planning Solution - Roadway & Facilities | Need | Expanding Service | | | ✓ | ROM | \$599 |
| CIP8032 | Future Metro Transit Police Projects | | | | \$0 | \$0 | \$18,472 | | |
| | 11133 | Chemical, Biological, Radiological and Nuclear Systemwide Upgrade - Demonstration | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$350 |
| | 11534 | L'Enfant Plaza Station Police Room | Need | Expanding Service | | | ✓ | ROM | \$2,052 |
| | 11136 | Metro Integrated Command Center (MICC) Back-up Assessment | Need | Assessment | | | ✓ | ROM | \$500 |
| | 10645 | Vehicle Access Barriers Improvements | Need | Expanding Service | | | ✓ | ROM | \$4,288 |
| | 11120 | Special Police Guard Booths - Rehabilitation & Replacement | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$3,536 |
| | 11132 | Vehicle Access Barriers State of Good Repair | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$3,585 |
| CIP8033 | D&E Support Equipment Improvements | | | | \$0 | \$0 | \$3,689 | | |
| | 10385 | Energy Monitoring and Smart Metering Software and System | Need | Expanding Service | | | ✓ | ROM | \$408 |
| | 10198 | Heating, Ventilation, and Air Cooling Inventory and Assessment | Need | Assessment | | | ✓ | ROM | \$5,000 |
| CIP8034 | Future Support Equipment Projects | | | | \$300 | \$102,800 | \$144,167 | | |
| | 10506 | Communications Field Office Renovation | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$7,608 |
| | 11868 | Consolidated Metro Training Facility | Need | Expanding Service | | ✓ | ✓ | ROM | \$700,000 |
| | 11166 | Occupational Health and Wellness Department Medical Equipment | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$5,400 |
| | 11192 | Radio State of Good Repair | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$40,000 |
| | 11680 | Silver Line Phase 2 - Aerial Access Towers | Need | Expanding Service | | | ✓ | ROM | \$10,000 |
| | 10442 | Telegraph Road Office Renovation | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$1,759 |
| CRB0005 | Planning Support for the District of Columbia | | | | \$1,000 | \$6,000 | \$10,000 | | |
| | 10626 | Project Development Program - District of Columbia | Program | Assessment | ✓ | ✓ | ✓ | | |
| CRB0009 | Planning Support for Maryland Jurisdictions | | | | \$1,000 | \$6,000 | \$10,000 | | |
| | 10628 | Project Development Program - Maryland | Program | Assessment | ✓ | ✓ | ✓ | | |
| CRB0018 | Planning Support for Virginia Jurisdictions | | | | \$1,000 | \$6,000 | \$10,000 | | |
| | 10848 | Crystal City Metrorail Station New East Entrance | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$1,271 |
| | 10627 | Project Development Program - Virginia | Program | Assessment | ✓ | ✓ | ✓ | | |
| Category: Rail Systems | | | | | | | | | |
| CIP0076 | Rail System Power Upgrades | | | | \$204 | \$204 | \$204 | | |

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|----------------|---|--|------------------------|------------------------------------|-----------------|------------------|------------------|---------------|------------------------|
| | 10008 | Rail Power Infrastructure Upgrades | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$256,214 |
| CIP0136 | Radio Infrastructure Replacement | | | | \$44,379 | \$91,873 | \$91,873 | | |
| | 10558 | Radio Infrastructure Replacement and Band Relocation | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$539,136 |
| | 10788 | Radio Corrective Maintenance | Corrective Maintenance | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| CIP0251 | Automatic Train Control State of Good Repair | | | | \$80,967 | \$427,080 | \$719,423 | | |
| | 11757 | Signaling - Train Control Room Revitalization Assessment | Project | Assessment | ✓ | ✓ | ✓ | TPC | \$1,181 |
| | 11674 | Signaling - Structural Concrete Inspections at Switch Machine Locations | Project | Assessment | ✓ | ✓ | ✓ | TPC | \$2,142 |
| | 10477 | Signaling - High Current Bond Replacement | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$5,303 |
| | 12029 | COSI Quality Management Team | Project | State of Good Repair/Modernization | | ✓ | ✓ | TPC | \$18,895 |
| | 11420 | Signaling - Track Switch Heater Replacement Business Case | Project | Business Case | | ✓ | ✓ | TPC | \$63 |
| | 11316 | Signaling - Training Lab 2 | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$13,100 |
| | 11677 | Signaling - Train Control Room Renewal | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$239,561 |
| | 11294 | Return to Automatic Train Operations | Project | State of Good Repair/Modernization | | ✓ | ✓ | TPC | \$8,100 |
| | 11676 | Signaling - Switch Machine Demonstration | Project | Study | ✓ | ✓ | ✓ | TPC | \$971 |
| | 11070 | Signaling - Brentwood Railyard Rehabilitation | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$55,115 |
| | 10789 | Signaling - Corrective Maintenance | Corrective Maintenance | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 10475 | Signaling - Engineering Modification Instructions (EMI) Development and Implementation Program | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 11675 | Signaling - Implementation of Structural Concrete Repairs at Switch Machine Locations | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$19,195 |
| | 10985 | Signaling - New Carrollton Railyard Rehabilitation | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$48,077 |
| | 11752 | Signaling - Permanent Installation of Emergency Lighting at Outdoor Interlockings | Need | Expanding Service | | | ✓ | ROM | \$5,471 |
| | 10986 | Signaling - Program and Engineering Support | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 11421 | Signaling - Replacement of Automatic Transfer Switches | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$10,000 |
| | 10501 | Signaling - Switch Machine Replacement | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 10494 | Signaling - Track Circuit Cable Replacement Program | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |

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|----------------|--|---|------------------------|------------------------------------|------------------|------------------|--------------------|---------------|------------------------|
| | 10983 | Track Circuit Cable Testing | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 11261 | Signaling - Track Switch Heater Replacement Implementation | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$9,395 |
| | 10479 | Signaling: Wayside Intrusion Detection Warning System Replacement - Phase I | Need | State of Good Repair/Modernization | | ✓ | ✓ | ROM | \$36,000 |
| | 11753 | Signaling Line Circuits: Fiber Connectivity and Non-Vital Processors between Hungerford Drive and Shady Grove | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$80 |
| | 12016 | Signaling Program Support | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| CIP0253 | Traction Power State of Good Repair | | | | \$127,915 | \$543,198 | \$1,027,791 | | |
| | 11346 | Braking Energy Recovery Transfer Trip Protection | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$7,407 |
| | 11679 | Power Rehabilitation at Railyards- System Wide Condition Assessments and Alexandria Yard Design | Project | Assessment | | ✓ | ✓ | TPC | \$3,500 |
| | 11020 | Traction Power State of Good Repair - Contract 2 | Project | State of Good Repair/Modernization | | ✓ | ✓ | TPC | \$284,460 |
| | 10039 | Traction Power - Tagging Relay and Supervisory Control and Data Acquisition Upgrades | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$151,600 |
| | 11019 | Traction Power State of Good Repair - Contract 1 | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$164,535 |
| | 11728 | Power Room Switchgear Protections, Transfer Controls, Monitoring, and Arc Flash Systems Demonstration | Need | Study | | | ✓ | ROM | \$511 |
| | 10798 | Braking Energy Recovery Installation Systemwide | Need | Expanding Service | | | ✓ | ROM | \$115,613 |
| | 12018 | High-Voltage Power Program Support | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 10319 | Railyard to Mainline Power Isolation System Upgrades | Need | Expanding Service | | | ✓ | ROM | \$21,532 |
| | 10791 | Traction Power Corrective Maintenance | Corrective Maintenance | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 11025 | Power State of Good Repair Meggering and Replacement | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 11021 | Traction Power State of Good Repair - Contract 3 | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$358,455 |
| | 11022 | Traction Power State of Good Repair - Contract 4 | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$338,008 |
| CIP0257 | Emergency Trip Station (ETS) Rehabilitation | | | | \$0 | \$0 | \$23,841 | | |
| | 11023 | Blue Light Emergency Trip Station System Replacement | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$336,250 |
| CIP0286 | Power Generator Replacement | | | | \$5,697 | \$51,866 | \$55,446 | | |

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|---|---|---|-----------------|------------------------------------|------------------|------------------|--------------------|---------------|------------------------|
| | 10043 | Permanent Generator System Replacement | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$34,898 |
| | 11707 | Permanent Generator System Replacement – 19 Locations | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$21,300 |
| | 11948 | Permanent Generator Replacement Program | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$47,640 |
| CIP0332 | Fiber Optic Cable Installation | | | | \$117,114 | \$241,706 | \$241,706 | | |
| | 10988 | Master Fiber Project | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$460,000 |
| CIP0380 | Advanced Signaling System Project Development | | | | \$10,537 | \$17,037 | \$17,037 | | |
| | 11801 | Advanced Signaling System Strategic Program Implementation Plan Development | Project | Strategy | ✓ | ✓ | ✓ | TPC | \$29,273 |
| CIP8007 | D&E Electrical Improvements | | | | \$0 | \$0 | \$75 | | |
| | 11424 | Braking Energy Recovery Installation Systemwide Strategy | Need | Strategy | | | ✓ | | |
| | 11368 | Energy Storage System Program Support | Need | Expanding Service | | | ✓ | | |
| CIP8008 | Future Traction Power Projects | | | | \$0 | \$0 | \$153,496 | | |
| | 11645 | Franconia-Springfield Access Road Improvements | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$754 |
| | 10955 | Interconnect Fire Alarm to De-energize Traction Power Equipment | Need | Expanding Service | | | ✓ | ROM | \$57,062 |
| | 11290 | Improvements in Ventilation in Tunnels: Metallic Dust | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$754 |
| | 10964 | Running Rail Heat Tape Implementation | Need | Expanding Service | | | ✓ | ROM | \$6,546 |
| | 11172 | Third Rail Heat Tape Implementation | Need | Expanding Service | | | ✓ | ROM | \$122,140 |
| | 10969 | Traction Power - Stray Current Monitoring System Installation | Need | Expanding Service | | | ✓ | ROM | \$79,342 |
| | 11171 | Traction Power Equipment Test Bay Replacement | Need | Expanding Service | | | ✓ | ROM | \$2,417 |
| | 11370 | Voltage and Track Switch Sensing Device Installation | Need | Expanding Service | | | ✓ | ROM | \$3,500 |
| CIP8010 | Future Signals and Communications Improvements | | | | \$0 | \$210,343 | \$979,793 | | |
| | 10474 | Advanced Signaling System Implementation | Need | Expanding Service | | ✓ | ✓ | ROM | \$9,062,000 |
| Category: Railcar and Railcar Facilities | | | | | | | | | |
| CIP0059 | 8000-Series Railcars | | | | \$58,376 | \$999,824 | \$1,916,755 | | |
| | 10661 | 2000/3000-Series Railcar Removal and Disposal | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$1,173 |
| | 11239 | Railcar Acquisition and Testing - 8000-Series Option 1 | Project | State of Good Repair/Modernization | | ✓ | ✓ | TPC | \$324,000 |
| | 10002 | Railcar Acquisition and Testing - 8000-Series Base | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$931,569 |

| CIP | PID | Initiative Name | Investment Type | Primary Purpose | FY25 (000s) | FY25-FY30 (000s) | FY25-FY34 (000s) | Estimate Type | Estimate Amount (000s) |
|----------------|--|--|------------------------|------------------------------------|------------------|------------------|--------------------|---------------|------------------------|
| | 10800 | 8000-Series Railcars Options Execution | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$860,000 |
| CIP0063 | Rail Vehicle Scheduled Maintenance Program | | | | \$161,226 | \$746,483 | \$1,375,939 | | |
| | 10102 | 3000-Series Railcar Scheduled Rehabilitation | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 10058 | 6000-Series Railcar Scheduled Rehabilitation | Program | State of Good Repair/Modernization | | ✓ | ✓ | | |
| | 10024 | 7000-Series Railcar Scheduled Rehabilitation | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 10785 | Railcar Corrective Maintenance | Corrective Maintenance | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 10554 | Railcar Rehabilitation Program Support | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| CIP0067 | Rail Vehicle Safety & Reliability Improvements | | | | \$6,677 | \$21,480 | \$36,867 | | |
| | 11641 | Automatic Wayside Inspection System (AWIS) For Rolling Stock (Full Roll-Out) | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$10,785 |
| | 10355 | 6000-Series Railcar Lighting Upgrades | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$1,865 |
| | 10530 | Railcar Engineering Services | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$28,143 |
| CIP0142 | Rail Vehicle Preventive Maintenance | | | | \$180,400 | \$607,400 | \$843,400 | | |
| | 10559 | Railcar Preventive Maintenance | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| CIP0256 | 7000-Series Railcars | | | | \$26,015 | \$207,663 | \$207,663 | | |
| | 10566 | Railcar Replacement - 7000-Series Acquisition | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$883,022 |
| | 12003 | Inter-car Barriers for 7000-Series Railcars | Need | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$8,200 |
| CIP0279 | Railyard Shop Equipment Replacement | | | | \$3,010 | \$5,916 | \$12,916 | | |
| | 11905 | Greenbelt Railyard Shallow Pit Car Hoist System Upgrade | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$4,394 |
| | 11978 | Wheel Lathe Replacement at Alexandria and West Falls Church Railyards | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$5,000 |
| | 10688 | Railyard Shop Equipment Rehabilitation Program | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| CIP0283 | Railcar Maintenance Facilities State of Good Repair | | | | \$2,360 | \$5,986 | \$172,686 | | |
| | 10259 | Railcar Wash Facility Rehabilitation at All Railyards - Design | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$8,278 |
| | 11944 | Railcar Wash Facility Rehabilitation at All Railyards | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$166,700 |
| CIP0284 | Railyard Facility and Site Rehabilitation | | | | \$11,302 | \$231,045 | \$485,639 | | |
| | 11709 | 7000-Series Testing Stands | Project | Expanding Service | | ✓ | ✓ | TPC | \$600 |

| CIP | PID | Initiative Name | Investment Type | Primary Purpose | FY25 (000s) | FY25-FY30 (000s) | FY25-FY34 (000s) | Estimate Type | Estimate Amount (000s) |
|--|---|--|-----------------|------------------------------------|----------------|------------------|------------------|---------------|------------------------|
| | 11643 | Automated Track Inspection Vehicle Supportive Infrastructure | Project | Expanding Service | | ✓ | ✓ | TPC | \$18,000 |
| | 11374 | Greenbelt Yard Sewage Ejector Rehabilitation | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$1,648 |
| | 11064 | Cable Trough Rehabilitation in West Falls Church Railyard | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$14,606 |
| | 10721 | Annex-to-the-Annex Building at Greenbelt Yard | Need | Expanding Service | | | ✓ | ROM | \$14,760 |
| | 11877 | New Carrollton Car Track Equipment Maintenance Major Shop Floor Improvements | Need | Expanding Service | | | ✓ | ROM | \$2,325 |
| | 11737 | New Carrollton Railyard Car Track Equipment Maintenance Shop Apron | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$915 |
| | 11740 | New Carrollton Car Track Equipment Maintenance Shop Crane | Need | Expanding Service | | | ✓ | ROM | \$438 |
| | 11769 | New Carrollton Railyard Car Track Equipment Maintenance Shop Mezzanine | Need | Expanding Service | | | ✓ | ROM | \$252 |
| | 11770 | New Carrollton Railyard Car Track Equipment Maintenance Shop Parts Cleaning Shed | Need | Expanding Service | | | ✓ | ROM | \$500 |
| | 11827 | New Carrollton Railyard Train Storage Yard Lighting | Need | Expanding Service | | | ✓ | ROM | \$515 |
| | 11578 | Railyard Operational Optimization Improvements | Need | Expanding Service | | ✓ | ✓ | ROM | \$442,388 |
| | 11579 | Railyard Revenue Service Expansion Investments | Need | Expanding Service | | | ✓ | ROM | \$499,000 |
| | 11577 | Railyard State of Good Repair Investments | Need | State of Good Repair/Modernization | | ✓ | ✓ | ROM | \$279,000 |
| | 10775 | Track and Structures Systems Maintenance Building Renovation | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$14,189 |
| CIP8001 | D&E Railcar Acquisition | | | | \$0 | \$0 | \$1,327 | | |
| | 10961 | Railcar Transport Vehicle Acquisition | Need | Expanding Service | | | ✓ | ROM | \$327 |
| | 10963 | Re-Rail Maintenance Trucks Acquisition | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$1,000 |
| CIP8005 | D&E Rail Yard Improvements | | | | \$0 | \$0 | \$8,991 | | |
| | 11127 | Investment Recovery Unit Building Rehabilitation | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$500 |
| | 11128 | Salt Storage Facility Rehabilitation | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$8,491 |
| CRB0019_19 | Silver Line Phase 1 | | | | \$4,000 | \$12,370 | \$12,370 | | |
| | 10572 | Silver Line Phase 1 Railcars Acquisition | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$37,841 |
| CRB0020_01 | Silver Line Phase 2 Construction Support | | | | \$0 | \$18,704 | \$18,704 | | |
| | 10574 | Silver Line Phase 2 Railcars Acquisition | Project | Expanding Service | | ✓ | ✓ | TPC | \$156,049 |
| Category: Stations and Passenger Facilities | | | | | | | | | |
| CIP0035 | Bicycle and Pedestrian Facility Rehabilitation | | | | \$2,400 | \$5,686 | \$19,146 | | |

| CIP | PID | Initiative Name | Investment Type | Primary Purpose | FY25 (000s) | FY25-FY30 (000s) | FY25-FY34 (000s) | Estimate Type | Estimate Amount (000s) |
|----------------|---|--|------------------------|------------------------------------|----------------|------------------|------------------|---------------|------------------------|
| | 11345 | Bicycle Facilities Improvements Systemwide | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$7,373 |
| | 11651 | Addison Road Pedestrian and Bicycle Access Improvements | Need | Expanding Service | | | ✓ | ROM | \$119 |
| | 11650 | Anacostia North Pedestrian Access Improvements | Need | Expanding Service | | | ✓ | ROM | \$161 |
| | 11831 | Bike & Ride Facility Design and Construction | Need | Expanding Service | | | ✓ | ROM | \$6,000 |
| | 11490 | Branch Avenue Metrorail Station Pedestrian and Bicycle Access Improvements | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$280 |
| | 11516 | College Park Metrorail Station West Entrance Improvements | Need | Expanding Service | | | ✓ | ROM | \$1,457 |
| | 11523 | East Falls Church Metrorail Station Pedestrian and Bicycle Access Improvements | Need | Expanding Service | | | ✓ | ROM | \$93 |
| | 11525 | Forest Glen Metrorail Station Pedestrian and Bicycle Access Improvements | Need | Expanding Service | | | ✓ | ROM | \$600 |
| | 11526 | Greenbelt Metrorail Station Pedestrian and Bicycle Access Improvements | Need | Expanding Service | | | ✓ | ROM | \$945 |
| | 11522 | Huntington Pedestrian and Bicycle Access Improvements | Need | Expanding Service | | | ✓ | ROM | \$274 |
| | 11521 | Naylor Road Metrorail Station Pedestrian and Bicycle Access Improvements | Need | Expanding Service | | | ✓ | ROM | \$458 |
| | 11520 | Shady Grove Metrorail Station Pedestrian and Bicycle Access Improvements | Need | Expanding Service | | | ✓ | ROM | \$600 |
| | 11519 | Southern Avenue Pedestrian and Bicycle Access Improvements | Need | Expanding Service | | | ✓ | ROM | \$580 |
| | 11518 | Suitland Pedestrian and Bicycle Access Improvements | Need | Expanding Service | | | ✓ | ROM | \$606 |
| | 11517 | Twinbrook Pedestrian and Bicycle Access Improvements | Need | Expanding Service | | | ✓ | ROM | \$600 |
| | 11491 | Van Dorn Metrorail Station Pedestrian and Bicycle Access Improvements | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$435 |
| | 11455 | Vienna Pedestrian and Bicycle Access Improvements | Need | Expanding Service | | | ✓ | ROM | \$455 |
| | 11456 | West Hyattsville Pedestrian and Bicycle Access Improvements | Need | Expanding Service | | | ✓ | ROM | \$381 |
| CIP0072 | Elevator Rehabilitation Program | | | | \$7,380 | \$27,275 | \$59,206 | | |
| | 11971 | Elevator Rehabilitation - 27 Elevators | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$27,300 |
| | 11722 | Elevator Head House Rehabilitation Program | Need | Assessment | | | ✓ | ROM | \$1,000 |
| | 11777 | Elevator Rehabilitation - Future | Program | State of Good Repair/Modernization | | ✓ | ✓ | ROM | \$95,347 |
| CIP0073 | Escalator Rehabilitation Program | | | | \$2,840 | \$53,920 | \$101,796 | | |
| | 10786 | Escalator Corrective Maintenance Program | Corrective Maintenance | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |

| CIP | PID | Initiative Name | Investment Type | Primary Purpose | FY25 (000s) | FY25-FY30 (000s) | FY25-FY34 (000s) | Estimate Type | Estimate Amount (000s) |
|----------------|---|---|------------------------|------------------------------------|-----------------|------------------|------------------|---------------|------------------------|
| | 10026 | Escalator Rehabilitation Program | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 11758 | Silver Line Phase 1 Escalator Panel Cladding | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$476 |
| CIP0087 | Station and Facility Restoration Program | | | | \$13,581 | \$82,087 | \$140,649 | | |
| | 10787 | Station Corrective Maintenance Program | Corrective Maintenance | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 10001 | Stations and Facilities Restoration Program | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| CIP0088 | Station Entrance Canopy Installation | | | | \$13,000 | \$31,237 | \$31,237 | | |
| | 10100 | Station Entrance Escalator Canopies Installation | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$51,517 |
| CIP0108 | Rhode Island Avenue Station Structural Repair | | | | \$0 | \$0 | \$39,378 | | |
| | 10134 | Rhode Island Avenue Metrorail Station Platform Rehabilitation | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$39,378 |
| CIP0132 | Escalator and Elevator Overhaul Program | | | | \$18,677 | \$64,639 | \$103,209 | | |
| | 11897 | Escalator and Elevator Water Intrusion Project | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$11,100 |
| | 10393 | Escalator and Elevator Overhaul | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| CIP0145 | Facility Security Monitoring Equipment Program | | | | \$11,562 | \$18,558 | \$75,397 | | |
| | 11514 | Metrorail Station Intercom System Replacement - Three Stations | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$2,393 |
| | 11510 | Electronic Security System Improvement of Coverage - Anacostia Parking Garage | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$6,492 |
| | 11894 | Platform End Gate Cameras | Project | Expanding Service | | ✓ | ✓ | TPC | \$4,600 |
| | 11832 | Tunnel Camera Demonstration | Project | Expanding Service | | ✓ | ✓ | TPC | \$1,902 |
| | 12012 | Facility Security Equipment Program Support | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 10656 | Intercom Replacement | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$34,552 |
| | 11513 | Public Address System Upgrades | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$110,224 |
| CIP0151 | Rail Station Cooling Rehabilitation Program | | | | \$5,080 | \$12,954 | \$96,996 | | |
| | 10020 | Station Cooling Systems Rehabilitation - 5 Chillers | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$29,701 |
| | 11779 | Cooling System for Ancillary Rooms in Stations | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$8,949 |
| | 11778 | Courthouse & Rosslyn Chilled Water Piping | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$500 |
| | 11780 | Station Chilled Water Plants Rehabilitation | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$64,896 |

| CIP | PID | Initiative Name | Investment Type | Primary Purpose | FY25 (000s) | FY25-FY30 (000s) | FY25-FY34 (000s) | Estimate Type | Estimate Amount (000s) |
|----------------|--|---|-----------------|------------------------------------|-----------------|------------------|------------------|---------------|------------------------|
| | 11428 | Station Cooling Systems - Tunnel Chilled Water Piping | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$20,000 |
| | 11572 | Station Cooling Systems Rehabilitation | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$312,000 |
| | 11700 | Tunnel Chilled Water Piping Assessment | Need | Assessment | | | ✓ | ROM | \$700 |
| CIP0152 | Parking Garage and Surface Lot Rehabilitation | | | | \$16,485 | \$53,696 | \$94,133 | | |
| | 11363 | Parking Garage Rehabilitation at 5 Metrorail Stations | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$35,885 |
| | 11694 | Surface Parking Lot Rehabilitation - Group 2 | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$14,280 |
| | 11693 | Parking Garage Rehabilitation - Shady Grove South | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$14,011 |
| | 10526 | Parking Facility Preventive Maintenance Program | Project | State of Good Repair/Modernization | | ✓ | ✓ | TPC | \$22,981 |
| | 11012 | Parking Facility Inspection Program | Program | State of Good Repair/Modernization | | ✓ | ✓ | | |
| | 11804 | Parking Facility Preventive Maintenance -- Future | Program | State of Good Repair/Modernization | | ✓ | ✓ | ROM | \$7,000 |
| | 11764 | Parking Garage Pedestrian Door Replacement | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$1,250 |
| | 10027 | Parking Garage Rehabilitation Program | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$72,000 |
| | 11767 | McLean Station New Parking Lot Construction - Business Case | Need | Business Case | | | ✓ | ROM | \$187 |
| | 10078 | Surface Parking Lots Rehabilitation Program | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$12,000 |
| CIP0185 | Escalator Replacement | | | | \$35,746 | \$73,351 | \$188,551 | | |
| | 10325 | Escalator Replacement - 2021 Contract | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$216,722 |
| | 11558 | Escalator Replacement | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$250,000 |
| CIP0218 | Metrorail Station Improvements | | | | \$3,115 | \$20,730 | \$36,420 | | |
| | 10301 | Metrorail Station Entrance Gates Replacement - Phase One | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$6,566 |
| | 10757 | Tunnel Emergency Egress Rehabilitation Project | Need | State of Good Repair/Modernization | | ✓ | ✓ | ROM | \$32,000 |
| CIP0219 | Rail Station Lighting Improvements | | | | \$44,700 | \$105,297 | \$260,180 | | |
| | 10010 | Light Replacement - Station Pathway, Bus Loop, and Site | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$37,569 |
| | 10062 | Station Platform Edge Lighting Replacement | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$86,551 |
| | 10047 | Aboveground Station Lighting Installation | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$50,992 |

| CIP | PID | Initiative Name | Investment Type | Primary Purpose | FY25 (000s) | FY25-FY30 (000s) | FY25-FY34 (000s) | Estimate Type | Estimate Amount (000s) |
|----------------|---|---|-----------------|------------------------------------|-----------------|------------------|------------------|---------------|------------------------|
| | 11397 | Bus Maintenance Facility Site Lighting Improvements | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$5,044 |
| | 12015 | Lighting Program Support | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 10512 | Platform Level LED Lighting Replacement | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$37,160 |
| | 11819 | Site Lighting Replacement Program | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$57,798 |
| | 10048 | Underground Station Lighting and Ceiling Tile Installation | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$34,272 |
| CIP0241 | Flood Resiliency Infrastructure Upgrades | | | | \$0 | \$582 | \$18,952 | | |
| | 11376 | Systemwide Flood Resiliency Infrastructure Upgrades Phase 2 - 10 Locations | Project | State of Good Repair/Modernization | | ✓ | ✓ | TPC | \$1,522 |
| | 10866 | Systemwide Flood Resiliency Infrastructure Upgrades Implementation | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$29,364 |
| CIP0242 | Rail System Drainage Rehabilitation Program | | | | \$15,572 | \$23,234 | \$83,941 | | |
| | 11988 | Drainage Pump Stations Design - Six Locations | Project | Design | ✓ | ✓ | ✓ | TPC | \$2,940 |
| | 11903 | Drainage Pump Stations Rehabilitation Program - Piping and Temporary Pumps | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$2,450 |
| | 10563 | Drainage Pump Stations Rehabilitation Program: 7 Locations | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$54,336 |
| | 11547 | Drainage Pump Station Rehabilitation Program | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$206,900 |
| CIP0243 | L'Enfant Station Improvements | | | | \$0 | \$11,717 | \$11,717 | | |
| | 11913 | L'Enfant Plaza Metrorail Station Accessibility Improvements | Need | Expanding Service | | ✓ | ✓ | ROM | \$25,000 |
| CIP0251 | Automatic Train Control State of Good Repair | | | | \$0 | \$744 | \$744 | | |
| | 11733 | Heating, Ventilation, and Air Cooling Replacement - Friendship Heights Train Control Room | Project | State of Good Repair/Modernization | | ✓ | ✓ | TPC | \$919 |
| CIP0252 | Low Voltage Power State of Good Repair | | | | \$35,488 | \$146,998 | \$202,418 | | |
| | 11141 | Low-Voltage Power Room Rehabilitation: Eleven Locations | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$125,441 |
| | 10892 | Low-Voltage Power Room Rehabilitation: Nine Locations | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$45,744 |
| | 10191 | Passenger Station Low-Voltage Power Room Programmable Logic Control Panel Upgrade | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$8,112 |
| | 12017 | Low-Voltage Power Program Support | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 11807 | Low-Voltage Power Room Rehabilitation Program | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$465,640 |
| | 11426 | Low-Voltage Power Room Battery Ventilation | Need | Expanding Service | | | ✓ | ROM | \$105,000 |
| | 11727 | Low-Voltage Condition Assessment - Right-of-Way Assets | Need | Assessment | | | ✓ | ROM | \$2,500 |

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|----------------|---|--|------------------------|------------------------------------|-----------------|------------------|------------------|---------------|------------------------|
| | 10790 | Low-Voltage Power Corrective Maintenance | Corrective Maintenance | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 11744 | Portable Generator Replacement | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$8,345 |
| CIP0255 | Fare Collection Modernization | | | | \$74,626 | \$246,399 | \$246,399 | | |
| | 10902 | Fare Modernization Program Support | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$28,125 |
| | 10451 | Systemwide Farebox Replacement Project | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$82,600 |
| | 11099 | Mobile Ticketing Enhancements | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$27,027 |
| | 11773 | Metrorail Systemwide Faregate Replacement - Design Modifications | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$45,234 |
| | 11100 | High Fare Availability | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$5,721 |
| | 11096 | Web SmartBenefits Enhancement | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$6,085 |
| | 11097 | Exit Fare Machine Modernization | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$5,186 |
| | 10905 | Fare Collection Web Site Redesign | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$10,425 |
| | 10875 | System Integration to Support Faregate Replacement | Project | State of Good Repair/Modernization | | ✓ | ✓ | TPC | \$23,426 |
| | 10064 | Fare Collection Software System Update | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$84,904 |
| | 10430 | Systemwide Fare Vending Machine Replacement | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$95,786 |
| CIP0258 | Station and Tunnel Fire Alarm Rehabilitation | | | | \$1,047 | \$1,047 | \$33,049 | | |
| | 11880 | Fire Door Shutter at Forest Glen Metrorail Station Design | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$1,160 |
| | 10144 | Fire Control Infrastructure at Stations | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$118,217 |
| | 12019 | Fire Control Infrastructure Program Support | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 10714 | Tunnel Smoke Detection System Full Implementation | Need | Expanding Service | | | ✓ | ROM | \$114,220 |
| CIP0272 | Digital Display and Wayfinding Improvements | | | | \$3,058 | \$98,558 | \$117,058 | | |
| | 11991 | Customer Information Program | Project | State of Good Repair/Modernization | | ✓ | ✓ | TPC | \$88,000 |
| | 11857 | Digital Customer Signage Outside Metrorail Stations | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$25,003 |
| | 11876 | Metrorail Digital Signage Display Program Support | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$2,416 |
| | 11274 | Digital Advertising Media Displays on Station Platforms | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$184 |
| | 10719 | Trip Planner Upgrade | Need | Expanding Service | | | ✓ | ROM | \$3,000 |

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|----------------|---|---|-----------------|------------------------------------|-----------------|------------------|------------------|---------------|------------------------|
| CIP0276 | Passenger Information Guidelines and Art in Transit | | | | \$2,266 | \$8,216 | \$12,816 | | |
| | 11247 | Customer Experience Improvements | Project | Assessment | ✓ | ✓ | ✓ | TPC | \$6,969 |
| | 11844 | Art-in-Transit - Artwork for Dupont Circle Metrorail Station North Entrance | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$1,728 |
| | 11101 | Conservation and Restoration of Art Collection Assessment | Need | Assessment | | | ✓ | ROM | \$250 |
| | 11185 | Conservation and Restoration of Art Collection | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$350 |
| | 11870 | Art in Transit Systemwide Installations | Program | State of Good Repair/Modernization | | ✓ | ✓ | ROM | \$5,714 |
| CIP0297 | Union Station Improvements | | | | \$9,595 | \$16,334 | \$16,334 | | |
| | 10576 | Union Station First Street Entrance Improvements | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$17,891 |
| CIP0302 | Huntington Station Parking Garage Demolition | | | | \$0 | \$0 | \$18,000 | | |
| | 10274 | Huntington Metrorail Station South Parking Garage Demolition | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$18,000 |
| CIP0305 | Rail Passenger Facility State of Good Repair Program | | | | \$7,825 | \$26,734 | \$168,932 | | |
| | 11685 | Sewage Ejector Replacement - Ten Locations | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$28,942 |
| | 11351 | Cleaning Access Behind Parapet Walls at Below-Ground Stations | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$29,430 |
| | 11889 | Remote Access for Customer Restrooms | Need | Expanding Service | | | ✓ | ROM | \$5,000 |
| | 11818 | Sewage Ejector Replacement - 14 Locations | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$40,600 |
| | 10055 | Sewage Ejector Replacement | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$211,700 |
| | 11416 | Shaft Damper and Attenuator Replacement Program | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$115,973 |
| | 11548 | Station Ductwork & Piping Repairs | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$3,500 |
| | 11415 | Systemwide Fan Upgrades and Replacement | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$13,808 |
| CIP0310 | Station Platform Rehabilitation - Phase 4 | | | | \$2,905 | \$8,518 | \$8,518 | | |
| | 11282 | Stations Platform Rehabilitation Program - Orange Line | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$337,450 |
| CIP0341 | Rail System Standpipe Replacement Program | | | | \$13,300 | \$52,395 | \$182,741 | | |
| | 10568 | Tunnel Standpipe Replacement Program | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$45,391 |
| | 11762 | Administrative Facility Standpipe Replacement Program | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$7,500 |
| | 11302 | Station Standpipe Replacement: Three Locations | Need | State of Good Repair/Modernization | | ✓ | ✓ | ROM | \$23,298 |

| CIP | PID | Initiative Name | Investment Type | Primary Purpose | FY25 (000s) | FY25-FY30 (000s) | FY25-FY34 (000s) | Estimate Type | Estimate Amount (000s) |
|----------------|---|--|-----------------|------------------------------------|----------------|------------------|------------------|---------------|------------------------|
| | 11761 | Station Standpipe Replacement Program | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$120,040 |
| | 11684 | Tunnel Standpipe Replacement Program | Need | State of Good Repair/Modernization | | ✓ | ✓ | ROM | \$95,000 |
| CIP0352 | Rail Station Platform Canopy Rehabilitation Program | | | | \$0 | \$0 | \$52,412 | | |
| | 10896 | Station Platform Canopy Rehabilitation | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$83,778 |
| CIP0372 | Station Revitalization | | | | \$0 | \$0 | \$248,371 | | |
| | 11784 | Station Revitalization | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$539,918 |
| CIP0374 | Infrastructure Improvements Solar Power Installation | | | | \$200 | \$200 | \$200 | | |
| | 10966 | Solar Site Lease at Four Locations - Associated Capital Investments | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$14,659 |
| CIP0379 | Silver Line Phase 2 Defects Remediation | | | | \$8,436 | \$8,436 | \$32,436 | | |
| | 12021 | Silver Line Heat Tape Deficiencies | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$8,436 |
| | 11922 | Dulles Railyard Sanitary Lift Station - Full Repairs | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$3,000 |
| | 11882 | Silver Line Phase 2 Deficiencies | Need | Expanding Service | | | ✓ | ROM | \$3,000 |
| | 12028 | Silver Line Phase 2 Deficiencies - Remaining Items | Need | Expanding Service | | | ✓ | ROM | \$22,000 |
| CIP0386 | Enterprise Video Operations Program | | | | \$2,250 | \$64,750 | \$74,250 | | |
| | 11990 | Video Systems Program | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$75,250 |
| CIP8015 | D&E Rail Station Improvements | | | | \$0 | \$1,000 | \$48,627 | | |
| | 10692 | Columbia Heights Metrorail Station Capacity Enhancements Study | Need | Study | | | ✓ | ROM | \$500 |
| | 11983 | Metrorail Station Emergency Egress Elements Assessment | Need | Assessment | | ✓ | ✓ | ROM | \$5,051 |
| | 10693 | Federal Triangle Metrorail Station Study | Need | Study | | | ✓ | ROM | \$1,000 |
| | 11872 | NoMa Pedestrian Tunnel | Need | Expanding Service | | | ✓ | ROM | \$50,000 |
| | 11549 | American with Disabilities Act Compliance Assessment of Parking Facilities Sidewalks | Need | Assessment | | | ✓ | ROM | \$250 |
| | 11550 | Parking Facilities Access Roadways Inventory and Condition Assessment | Need | Assessment | | | ✓ | ROM | \$100 |
| | 11781 | Rail Station Mobile Breakroom Restoration | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$1,105 |
| | 10967 | Metrorail Station Entrance Granite Caulking - Systemwide | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$25,918 |
| | 11821 | Terminal Block House Rehabilitation Program | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$5,258 |
| CIP8016 | Future Platforms & Structures | | | | \$0 | \$0 | \$308,232 | | |

| CIP | PID | Initiative Name | Investment Type | Primary Purpose | FY25 (000s) | FY25-FY30 (000s) | FY25-FY34 (000s) | Estimate Type | Estimate Amount (000s) |
|----------------|--|--|-----------------|------------------------------------|-----------------|------------------|------------------|---------------|------------------------|
| | 11646 | Blast Resistant Trash and Recycling Purchase and Installation | Need | Expanding Service | | | ✓ | ROM | \$2,886 |
| | 11410 | Cathodic Protection Systems Evaluation | Need | Assessment | | | ✓ | ROM | \$750 |
| | 11229 | Grosvenor Station Platform and Canopy Rehabilitation | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$47,899 |
| | 11624 | Metrorail Station Circulation and Accessibility Improvements | Need | Expanding Service | | | ✓ | ROM | \$33,493 |
| | 10841 | Metrorail Station Passenger Capacity and Circulation Improvements | Need | Expanding Service | | | ✓ | ROM | \$1,679,000 |
| | 11242 | Parking Garage Booth Replacements | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$6,520 |
| | 11308 | Parking Garage Standpipe Replacement | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$34,453 |
| | 11298 | Solar Program - Future Investments | Need | Expanding Service | | | ✓ | ROM | \$192,779 |
| CIP8019 | D&E Passenger Facility Improvements | | | | \$0 | \$0 | \$11,733 | | |
| | 11687 | Water Intrusion at NoMa–Gallaudet U Metrorail Station | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$2,500 |
| | 10993 | Non-Revenue Facility Loudspeaker and Intercom Systems State of Good Repair | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$33,000 |
| | 11357 | Silver Line Phase 1 Signage Repair | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$613 |
| CIP8020 | Future Station Systems | | | | \$0 | \$0 | \$215,896 | | |
| | 11995 | Infill Metrorail Stations | Need | Expanding Service | | | ✓ | ROM | \$2,500,000 |
| | 11996 | New Metrorail Station Entrances | Need | Expanding Service | | | ✓ | ROM | \$650,000 |
| CRB0018 | Planning Support for Virginia Jurisdictions | | | | \$2,500 | \$9,100 | \$9,100 | | |
| | 10742 | Crystal City Metrorail Station New East Entrance | Need | Expanding Service | ✓ | ✓ | ✓ | ROM | \$9,400,110 |
| CRB0127 | Purple Line Construction Support | | | | \$19,844 | \$44,589 | \$44,589 | | |
| | 10625 | Purple Line: Silver Spring Station and New Entrance/Mezzanine | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$6,500 |
| | 10620 | Bethesda Metrorail Station Purple Line Enhancements | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$40,282 |
| | 11816 | Other Purple Line Locations Design and Construction Support | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$146 |
| | 10623 | New Carrollton Station Parking and Bus Bay Reconfiguration | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$885 |
| | 10622 | College Park Station Bus Loop Reconfiguration | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$1,592 |
| | 11815 | Bethesda Purple Line Design and Construction Support | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$403 |
| | 10575 | Purple Line General Support | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$11,299 |

Category: Track and Structures Rehabilitation

| CIP | PID | Initiative Name | Investment Type | Primary Purpose | FY25 (000s) | FY25-FY30 (000s) | FY25-FY34 (000s) | Estimate Type | Estimate Amount (000s) |
|----------------|--|--|------------------------|------------------------------------|------------------|------------------|--------------------|---------------|------------------------|
| CIP0024 | Track Rehabilitation Program | | | | \$111,788 | \$671,833 | \$1,217,019 | | |
| | 10316 | Chain Marker Signage Update - Implementation | Need | Expanding Service | | | ✓ | ROM | \$16,788 |
| | 10706 | Remote Control Shunting Devices Demonstration | Need | Expanding Service | | | ✓ | ROM | \$1,500 |
| | 10003 | Track Rehabilitation Program | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 10784 | Track Corrective Maintenance | Corrective Maintenance | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 10764 | Turnout Frog System Implementation | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$63,210 |
| CIP0025 | Roadway Equipment and Vehicle Program | | | | \$23,798 | \$113,669 | \$123,782 | | |
| | 10307 | Ballast Car Acquisition | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$7,569 |
| | 10294 | Track Inspection Vision System Technology and Equipment | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$29,651 |
| | 10840 | Track Maintenance Equipment Vehicle Fleet Plan | Project | Study | ✓ | ✓ | ✓ | TPC | \$5,523 |
| | 10364 | Ballast Regulator Acquisition | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$747 |
| | 10229 | Flat Cars Acquisition | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$34,589 |
| | 10269 | Structural Maintenance Vehicle (Down and Under Prime Mover) | Project | State of Good Repair/Modernization | | ✓ | ✓ | TPC | \$6,764 |
| | 10251 | Multi-Function Flat Cars Acquisition | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$15,034 |
| | 10149 | Prime Mover Replacement | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$28,798 |
| | 11562 | Snow Throwing Equipment | Need | Expanding Service | | | ✓ | ROM | \$1,750 |
| | 10094 | Track Maintenance Equipment Replacement | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$85,000 |
| | 11639 | Vegetation Management Equipment | Need | Expanding Service | | | ✓ | ROM | \$2,336 |
| CIP0026 | Station/Tunnel Leak Mitigation | | | | \$0 | \$0 | \$207 | | |
| | 11891 | Minnesota Avenue Metrorail Station Pedestrian Pavement Water Remediation | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$207 |
| CIP0210 | Track Pollution Prevention | | | | \$0 | \$0 | \$17,517 | | |
| | 11556 | Pollution Prevention at Track Fueling Areas Systemwide | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$28,000 |
| CIP0246 | General Engineering | | | | \$15,876 | \$53,988 | \$92,192 | | |
| | 10564 | General Engineering Support | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 11704 | Rehabilitation of Station Vault Pre-Cast Supports | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$12,500 |
| | 11703 | Special Inspection of Station Vault Pre-Cast Supports at Eight Red Line Stations | Need | Assessment | | | ✓ | ROM | \$280 |

| CIP | PID | Initiative Name | Investment Type | Primary Purpose | FY25 (000s) | FY25-FY30 (000s) | FY25-FY34 (000s) | Estimate Type | Estimate Amount (000s) |
|----------------|--|---|-----------------|------------------------------------|-----------------|------------------|------------------|---------------|------------------------|
| CIP0247 | Emergency Construction and Emerging Needs Program | | | | \$58,341 | \$360,830 | \$565,182 | | |
| | 11766 | Track Directional Identification Signage Replacement | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$3,395 |
| | 10565 | Emergency Construction Support | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 10867 | Emerging System Rehabilitation | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 11890 | Farragut North Concrete and Wire Routing Assessment and Design | Need | Assessment | | | ✓ | ROM | \$352 |
| CIP0262 | Tunnel Water Leak Mitigation | | | | \$13,504 | \$18,236 | \$72,452 | | |
| | 11215 | Water Leak Mitigation Phase 2 - Red Line | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$54,500 |
| | 11062 | Metrorail Clogged Drain Clearing and Treatment | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$7,500 |
| | 11388 | Twinbrook Metrorail Station Leak Repairs | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$11,749 |
| | 10066 | Water Leak Mitigation Program - Rail Tunnels | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$277,432 |
| | 10820 | Stations and Rooms Water Intrusion Remediation | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$232,749 |
| CIP0290 | Trash & Dust Vacuum Train | | | | \$0 | \$0 | \$74,708 | | |
| | 10828 | Tunnel Vacuum Infrastructure at Railyards | Need | Expanding Service | | | ✓ | ROM | \$40,460 |
| | 10096 | Tunnel Vacuums Acquisition | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$34,248 |
| CIP0291 | Tunnel Ventilation Improvements | | | | \$0 | \$0 | \$102,258 | | |
| | 11161 | Vent Shaft Relocation - Wilson Boulevard | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$61,562 |
| | 10340 | Tunnel Ventilation Improvements - Systemwide | Need | Expanding Service | | | ✓ | ROM | \$573,985 |
| CIP0294 | Bridge Rehabilitation Program | | | | \$5,000 | \$73,488 | \$150,653 | | |
| | 11091 | Aerial Structure Baseline Inspection and Condition Assessment | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$28,028 |
| | 10755 | Aerial Bridge Coating Program | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$99,250 |
| | 11061 | Aerial Structures Expansion Joint Replacement | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$64,659 |
| | 11034 | Bridge Rehabilitation Program | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$159,726 |
| | 11630 | Installation of Strain Gauges on the New Carrollton Amtrak Station Bridge | Need | Expanding Service | | | ✓ | ROM | \$176 |
| | 10685 | Stadium-Armory Pocket Track Upgrade | Need | Expanding Service | | ✓ | ✓ | ROM | \$68,488 |
| | 11195 | Trestle Bridges Demolition - Three Locations | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$4,500 |

| CIP | PID | Initiative Name | Investment Type | Primary Purpose | FY25 (000s) | FY25-FY30 (000s) | FY25-FY34 (000s) | Estimate Type | Estimate Amount (000s) |
|----------------|---|--|-----------------|------------------------------------|-----------------|------------------|--------------------|---------------|------------------------|
| CIP0348 | Aerial Structure Rehabilitation A | | | | \$33,476 | \$53,776 | \$53,776 | | |
| | 11280 | Structural Rehabilitation Package A - Ten Locations | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$172,275 |
| CIP0349 | Yellow Line Tunnel and Bridge Rehabilitation | | | | \$0 | \$1,635 | \$2,385 | | |
| | 11281 | Yellow Line Tunnel and Bridge Rehabilitation | Project | State of Good Repair/Modernization | | ✓ | ✓ | TPC | \$347,181 |
| | 11678 | Yellow Line Bridge Structural Steel Painting | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$750 |
| CIP0356 | Tunnel Ventilation Improvements - Red Line Pilot | | | | \$13,003 | \$22,293 | \$22,293 | | |
| | 10339 | Tunnel Ventilation Improvements - Red Line Pilot | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$82,245 |
| CIP0370 | Aerial Structure Rehabilitation B | | | | \$0 | \$55,000 | \$55,000 | | |
| | 11546 | Structural Rehabilitation Package B | Need | State of Good Repair/Modernization | | ✓ | ✓ | ROM | \$55,000 |
| CIP0375 | Shaft Structural Rehabilitation - 7 Shafts | | | | \$22,260 | \$70,744 | \$70,744 | | |
| | 11895 | Shaft Fall Protection Assessment and Design - Phase 1 | Project | Design | | ✓ | ✓ | TPC | \$715 |
| | 11692 | Shaft Structural State of Good Repair - Group 1 | Project | State of Good Repair/Modernization | ✓ | ✓ | ✓ | TPC | \$74,154 |
| CIP8011 | D&E Fixed Rail Improvements | | | | \$318 | \$818 | \$95,936 | | |
| | 11340 | Interlocking Survey and Design at Morgan Boulevard and Downtown Largo Metrorail Stations | Project | State of Good Repair/Modernization | | ✓ | ✓ | TPC | \$500 |
| | 10920 | Alternate Materials for Timber Ties Demonstration | Project | Expanding Service | ✓ | ✓ | ✓ | TPC | \$418 |
| | 10930 | Curved Track Restraining Rail Study | Project | Study | ✓ | ✓ | ✓ | TPC | \$723 |
| | 10457 | Interlocking Construction at Morgan Boulevard and Downtown Largo Metrorail Stations | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$11,674 |
| | 11730 | Pocket Track Expansion | Need | Expanding Service | | | ✓ | ROM | \$180,000 |
| | 11729 | Terminal Capacity Feasibility Study | Need | Study | | | ✓ | ROM | \$500 |
| CIP8013 | D&E Track Structures Improvements | | | | \$1,236 | \$5,828 | \$28,346 | | |
| | 11617 | Magnetic Wanding Demonstration | Project | State of Good Repair/Modernization | | ✓ | ✓ | TPC | \$720 |
| | 11284 | Track Inspection System: Software Programmer | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | ROM | \$2,250 |
| | 11245 | Maintenance-of-Way Engineering: Program Support | Program | State of Good Repair/Modernization | ✓ | ✓ | ✓ | | |
| | 11066 | Right of Way Fence Repairs Program | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$31,652 |
| CIP8014 | Future Track and Structures Improvements | | | | \$0 | \$0 | \$1,745,408 | | |
| | 10762 | Blue, Orange, and Silver Line Corridor Capacity and Reliability Improvement | Need | Expanding Service | | | ✓ | ROM | \$23,760,000 |

**Washington Metropolitan Area
Transit Authority**

**FY2025-FY2030 Approved
Capital Improvement Program**

| CIP | PID | Initiative Name | Investment Type | Primary Purpose | FY25 (000s) | FY25-FY30 (000s) | FY25-FY34 (000s) | Estimate Type | Estimate Amount (000s) |
|--------------|------------|--|-----------------|------------------------------------|-------------|------------------|------------------|---------------|------------------------|
| | 10908 | Collapsed Duct Bank Rehabilitation - Seven Locations | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$36,000 |
| | 11063 | Shaft Structural State of Good Repair Program | Need | State of Good Repair/Modernization | | | ✓ | ROM | \$350,133 |
| Total | 583 | | | | \$2,319,007 | \$11,088,952 | \$24,005,042 | | |

APPENDIX A GLOSSARY OF TERMS

| Term | Definition |
|--|--|
| Accounting Basis | The accounting principles and methods appropriate for a government enterprise fund. Financial statements are prepared on the accrual basis of accounting under which revenues and expenses are recognized when earned or incurred. |
| Accrual Basis | Basis of Accounting where revenues are recognized when they are measurable and earned. Expenses are recorded when incurred. |
| American Rescue Plan Act of 2021 (ARPA) | A law that provided economic and other relief from the COVID-19 pandemic, including \$1.9 trillion in funding for individuals, businesses, and state and local governments. |
| Approved Budget | The revenue and expenditure plan approved by the WMATA Board of Directors for a specific one-year period starting on July 1. |
| Assets | Property owned by Metro which has monetary value with a future benefit. |
| Balanced Budget | Refers to a budget where estimated revenues are equal to or greater than estimated expenses. |
| Board of Directors | The Board of Directors is a 16-member body composed of eight voting and eight alternate members responsible for corporate governance of WMATA. |
| Bond | A written promise to pay a specified sum of money (face value) at a specified future date and the proposed means of financing them. |

| Term | Definition |
|------------------------|---|
| Bond Proceeds | Refers to additional local capital funds raised, when necessary, by issuance of revenue bonds in the municipal markets. |
| Budget | Refers to a financial operation embodying an estimate of revenues and expenditures for a fiscal period of 12 months or longer. This can be an operating or Capital Budget. |
| Budget Calendar | Refers to a schedule of key dates for specific milestones in the preparation and approval of a budget. |
| Budget Document | Refers to the official written statement and the supporting numbers prepared by the Financial staff for presentation for approval by the Board. |
| Budget Message | Refers to the general discussion of the budget document presented in writing as an overview, usually by the head of the organization |
| Bus Shelter | A shelter for riders to wait for the bus, a canopy area with or without bench seating. In addition, the shelter includes a display case with bus information for Metrobus riders and is equipped with a trash receptacle. |
| Bus Stop | Refers to a stop indicated by a sign for riders to wait for the bus. |
| Capital Assets | Assets of a material value and having a useful life of more than one year. Also called fixed assets. |
| Capital Budget | The portion of the budget that provides for the funding of improvements, projects and major equipment purchases. |

| Term | Definition |
|--|---|
| Capital Improvement Program | The six-year plan of capital projects to be completed by Metro. |
| Cash Basis | Basis of Accounting whereby revenue and expense are recorded on the books of account when received and paid, respectively, without regard to the period to which they are incurred. |
| Compact | Refers to interstate compact creating WMATA; this is a special type of contract or agreement between the three jurisdictions within which the organization operates. |
| Contingency Funds | Operating and capital funds reserved for unexpected expenditures during the fiscal year which were not addressed in the annual budget. |
| Coronavirus (Also see Covid-19) | Refers to a family (Coronaviridae) of large single-stranded RNA viruses that have a lipid envelope studded with club-shaped spike proteins, infect birds and many mammals including humans, and include the causative agents of MERS, SARS, and Covid-19; also, an illness caused by a coronavirus. |
| Coronavirus Aid, Relief, and Economic Security Act | A law which provided an economic relief package of over \$2 trillion in 2020 to American people as protection against the public health and economic impacts of Covid-19. |
| Coronavirus Response and Relief Supplemental Appropriations Act of 2021 | A law which provided supplemental appropriations for Covid-19 relief which included \$14 billion allocated to support the transit industry. |

| Term | Definition |
|--|---|
| Cost Allocation | Refers to a process by which indirect or common costs are distributed to multiple cost objects (a job, task, or business unit) based on a prescribed basis or methodology. For example, overhead costs such as IT support are allocated to the transportation modes on a percentage basis. |
| Covid-19 (Also see Coronavirus) | First identified in Wuhan, China in December 2019, Covid-19 refers to a mild to severe respiratory illness caused by a coronavirus (Severe acute respiratory syndrome coronavirus 2 of the genus Betacoronavirus), is transmitted chiefly by contact with infectious material (such as respiratory droplets) or with objects or surfaces contaminated by the causative virus, and is characterized especially by fever, cough, and shortness of breath and may progress to pneumonia and respiratory failure. |
| DC Circulator | Refers to a bus route funded by the DC Government with support from Metro to take persons to Washington, DC's premier cultural, shopping, dining, and business destinations. |
| Deadhead | Refers to non-revenue time when a bus or train is not carrying revenue passengers, usually a trip from, to, or between lines, yards or garages. Usually this refers to bus or rail travel to or from the garage or yard to a terminus or station where revenue service begins or ends. |
| Deficit | Refers to an excess of Liabilities over Assets or Expenses over Revenue. |
| Department | A major organizational unit that has overall responsibility for an operation or a group of operations within a functional area. |

| Term | Definition |
|-------------------------------------|---|
| Development and Evaluation | An initial investment into the planning, development and evaluation of potential or proposed capital projects to determine whether a project is viable and should be pursued. |
| Division | Refers to a garage and yard facility where buses are stored, maintained, and dispatched into service. |
| Fairfax Connector | The bus system that runs seven days a week with service throughout Fairfax County, Virginia and to Metrorail stations on the Orange, Blue and Yellow lines, including the Pentagon. |
| Fare box recovery ratio | Refers to the ratio of passenger fares (including inter-agency agreements related to fares) to total operating costs. |
| Farecard | Refers to a paper pass used to ride Metrorail or Metrobus. Paper farecards are no longer accepted, by bus or at rail faregates (as of March 2016). |
| Four-point Securement System | Refers to an onboard securement system for wheelchairs, three-wheel and four-wheel scooters. The system incorporates four seatbelt type straps that attach to the frame of a mobility device as a way to keep it from moving or rolling while on the bus. |
| Head Sign | Refers to the sign above the front windshield of a bus describing the line number or letter, its line name, and destination. |
| Headway (Frequency) | Refers to time intervals between vehicles moving in the same direction on a particular route. Headway can change on a line during the day as rider demand changes. |

| Term | Definition |
|--|--|
| <p>Kiss and Ride</p> | <p>Refers to an area within a station where commuters are driven by private car and dropped off to board Metrobus or Metrorail.</p> |
| <p>Kneeling Bus (Also see Passenger Lift)</p> | <p>Refers to a feature on buses that lowers the floor to the curb or to near- curb level to make it easier for passengers to board, especially for seniors and persons with disabilities.</p> |
| <p>Layover Time (Also known as Spot Time)</p> | <p>Refers to time built into a schedule between arrival and departure for bus drivers to rest; minimum times are set by union contract. Layovers normally occur at each end of a route to allow for a driver's break and schedule recovery, but they may be scheduled at other points to allow for timed transfer connections.</p> |
| <p>Liability</p> | <p>A debt or legal obligation arising from transactions in the past which must be liquidated, renewed or refunded at a future date.</p> |
| <p>Maryland.Round Trip (Also known as a Cycle)</p> | <p>Refers to one inbound, plus one outbound trip (unless a loop route), equals one round trip or cycle.</p> |
| <p>Modified Accrual Basis</p> | <p>An accounting method that combines accrual-basis accounting with cash-basis accounting. Modified accrual accounting recognizes revenues when they become available and measurable and, with a few exceptions, recognizes expenditures when liabilities are incurred.</p> |
| <p>NextBus</p> | <p>Refers to the application that uses satellite technology for Metrobus locations to track the arrival times for bus operators and customers.</p> |
| <p>Office</p> | <p>An organizational unit that falls under the structure of a department.</p> |

| Term | Definition |
|---|---|
| Paratransit | Refers to scheduled service for people who cannot use regular fixed- route bus service. MetroAccess uses vans and sedans to provide this service in the Washington Metropolitan area. |
| Park and Ride | Refers to the parking facility available for riders at Metrorail stations. |
| Passenger Lift (Also see Kneeling Bus) | A mechanical device, either a lift or ramp, that allows wheelchair or scooter users, as well as other mobility-impaired passengers, to board a bus without climbing the steps. |
| Peak Service | Refers to weekday a.m. and p.m. service during commute hours that carries a maximum number of passengers. For Metrorail, peak hours are defined as the time between opening and 9:30 AM in the morning, and between 3 PM and 7 PM at night. |
| Personnel Expenses | Refers to expenditure in the operating budget for salaries and wages paid for services performed by Metro employees as well as fringe benefits costs associated with their employment. |
| Platform Hours | The total scheduled time a bus spends from pull-out to pull-in at the division. Platform hours are used as a benchmark to calculate the efficiency of service by comparing "pay to platform" hours. |
| Programmed Reader | A machine that is attached to the fare gate/fare box where magnetic fare media can be read on Metrorail and Metrobus. |
| Revenue | An increase in fund assets from operational activity such as passenger fares, parking and advertising. |

| Term | Definition |
|--|--|
| Revenue Bonds | A bond on which debt service is payable solely from a restricted revenue source. |
| Revenue Hours (Also known as Revenue Service) | Refers to all scheduled time bus/rail spends serving passengers, which can also be defined as platform hours minus deadhead and layover time. |
| Revenue Passengers | Refers to passengers who enter the system through the payment of a fare. |
| Revenue trip (Also see Linked/Unlinked Trip) | Refers to any linked or unlinked trip that generates revenue by cash payment, use of a pass, and/or any other means of payment. |
| Ride-On | Refers to Montgomery County regional bus transit system. |
| Slinky bus | Refers to a nickname used by passengers for an articulated bus. |
| SmartStudent Pass | A monthly pass for unlimited travel on Metrobus and Metrorail for students under 19 years of age who live and attend school in the District of Columbia. |
| SmarTrip® | Refers to a technology built and designed by Cubic Transportation Systems, Inc., a subsidiary of San Diego-based Cubic Corporation to add and deduct value from an electronically encoded card when a rider passes the card near a programmed reader on Metrobus and at fare gates on Metrorail. |
| Strategic Buses | Refers to spare buses available for service in the event that a bus in route is taken out of service. |

| Term | Definition |
|--------------------------------|--|
| Subsidy | Refers to funding received from jurisdictional funding partners in the Washington Metropolitan area consisting of Washington, DC, suburban Maryland (Montgomery County and Prince George’s County) and Northern Virginia counties of Arlington and Fairfax and the Cities of Alexandria, Fairfax and Falls Church. |
| TheBus | Prince George’s County, Maryland local bus service. |
| Transit Advertising | Refers to ads posted on the exterior and interior of buses and rail cars. |
| Trippler | A short piece of work (usually on a bus, but sometimes on a train) not long enough to qualify as complete run or full day’s work. May involve vehicles from one line or route being re-routed to serve another. |
| Trunk Line | A route operating along a major corridor that carries a large number of passengers and operates at headway frequencies of 15 minutes or less. |
| Unlinked Passenger Trip | Unlinked passenger trips count each boarding as a separate trip. |

APPENDIX B GLOSSARY OF ACRONYMS & ABBREVIATIONS

A

| | |
|------|--|
| AAC | Accessibility Advisory Committee |
| AC | Alternating Current |
| ADA | Americans with Disabilities Act |
| AFC | Automatic fare collection |
| AP | Accounts Payable |
| APTA | American Public Transportation Association |
| ARPA | The American Rescue Plan Act of 2021 |
| ART | Arlington Transit |
| ATC | Automatic Train Control |
| AWP | Annual Work Plan |

B

| | |
|------|-------------------------------------|
| B2G | Back2Good |
| BOCC | Bus Operations Communication Center |

C

| | |
|-----------|--|
| CAFR | Comprehensive Annual Financial Report |
| CARES Act | Coronavirus Aid, Relief, and Economic Security Act |
| CBA | Collective Bargaining Agreement |
| CCTV | Closed-Circuit Television |
| CFA | Capital Funding Agreement |
| CIP | Capital Improvement Program |
| CMAQ | Congestion Mitigation and Air Quality |
| CNF | Capital Needs Forecast; Formerly Capital Needs Inventory (CNI) |
| CNG | Compressed Natural Gas |
| COG | (Metropolitan Washington) Council of Governments |

| | |
|----------|---|
| Covid-19 | See <i>Covid-19</i> or <i>Coronavirus</i> , Appendix K |
| CRCS | Comprehensive Radio Communications System |
| CTF | Carmen Turner Facility |
| CRRSAA | Coronavirus Response and Relief Supplemental Appropriations Act of 2021 |
| D | |
| D/B | Design/Build |
| D/B/B | Design/Bid/Build |
| DBE | Disadvantaged Business Enterprise |
| D&E | Development and Evaluation |
| DPS | Drainage Pumping Station |
| E | |
| EEO | Equal Employment Opportunity |
| EEMS | Enterprise Energy Management System |
| EMS | Energy Management System |
| F | |
| F/O | Fiber Optic |
| FTA | Federal Transit Administration |
| FTE | Full Time Equivalent (used for headcount calculations) |
| G | |
| GAAP | Generally Accepted Accounting Principles |
| GFOA | Government Finance Officers Association |
| GHG | Greenhouse Gas |
| H | |
| HCM | Human Capital Management |
| HEDS | Hybrid Enterprise Document Management System |
| HEOP | Heavy Equipment Overhaul Program |

| | |
|----------|---|
| HVAC | Heating, Ventilation, And Air Conditioning |
| I | |
| IIJA | Infrastructure Investment and Jobs Act |
| IloT | Industrial Internet of Things |
| IRP | Infrastructure Renewal Program |
| L | |
| LEED | Leadership in Energy and Environmental Design |
| M | |
| MARC | Maryland Area Rail Commuter |
| MDBF | Mean Distance Between Failure |
| MTA | Maryland Transit Administration |
| MTBD | Mean Time Between Delay |
| O | |
| OTP | On-time performance |
| P | |
| PCO | Pending (or proposed) Change Order |
| P/I | Policy Instruction |
| PM | Project Manager |
| Q | |
| QA | Quality Assurance |
| R | |
| RAC | Riders' Advisory Council |
| RFP | Request for Proposal |
| ROCC | Railcar Operations Control Center |
| ROW | Right of Way |

S

| | |
|------|---------------------------------------|
| S&I | Service and Inspection |
| SBPO | Small Business Programs Office |
| SCM | Department of Supply Chain Management |
| SMS | Safety Measurement System |
| SOC | Station Operator's Console |
| SOS | Scope of Service |
| SOW | Scope of Work |
| SSOA | State Safety Oversight Agency |

T

| | |
|------|------------------------------------|
| TC | Train Control |
| TCR | Train Control Room |
| TIP | Transportation Improvement Program |
| TPC | Total Project Cost |
| TOC | Tristate Oversight Committee |
| TPSS | Traction Power Substation |
| TSI | Transportation Safety Institute |
| TSP | Transit Signal Priority |

U

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V

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|-----|--------------------------|
| VMI | Vendor Managed Inventory |
| VRE | Virginia Railway Express |

W

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|-------|--|
| WMATA | Washington Metropolitan Area Transit Authority |
| WMSC | Washington Metrorail Safety Commission |

X

Y

YE

Year End

Z