

December 22, 2022



Climate Bonds Standard Board
c/o Climate Bonds Initiative (CBI)
72 Muswell Hill Place
London, N10 3RR
United Kingdom
By email: certification@climatebonds.net

Dear CBI,

Re: Annual Report for the Certified Climate Bond – \$784,425,000 Dedicated Revenue Bonds, Series 2021A (Green Bonds – Climate Bond Certified)

This statement and the attached report are provided in accordance with clause 7 of the *Application and Agreement for Climate Bonds Certification* between CBI and Washington Metropolitan Area Transit Authority (WMATA) dated May 10, 2021.

I confirm that as of June 30, 2022, WMATA was, to the best of my knowledge, in conformance with the Certification requirements of the Climate Bonds Standard.

Attached is a report which provides an annual update on the projects which, as of June 30, 2022 were funded with proceeds associated with the \$784,425,000 Dedicated Revenue Bonds, Series 2021A (Green Bonds - Climate Bond Certified) and such projects are in compliance with the Climate Bonds Standard.

I confirm that I am an authorized officer of WMATA and I am authorized to sign this statement.

Signed on behalf of WMATA by:

A handwritten signature in black ink that reads "Robert M. Haas". The signature is written over a horizontal dotted line.

(Signature)

Name: Robert M. Haas
Title: Vice President and Treasurer
Date: December 22, 2022

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, DC 20001
202/962-1234

wmata.com

A District of Columbia,
Maryland and Virginia
Transit Partnership

EXHIBIT A

Annual Report for the Certified Climate Bond – \$784,425,000 Dedicated Revenue Bonds, Series 2021A (Green Bonds - Climate Bond Certified)

Climate Bond Standard and Certification Compliance

WMATA applied to Climate Bonds Initiative (CBI) for designation of the Dedicated Revenue Bonds, Series 2021A as "Climate Bond Certified" under the Climate Bond Standard V3.0 and Low Carbon Transport Sector Criteria (Version 2). Climate Bond Certification is a voluntary initiative that allows WMATA to demonstrate to investors, users of the transportation system, and other stakeholders, that bonds so certified meet international standards and best practice standards for climate integrity, proceeds management, and transparency. For more information on the certification process and the standards, please visit <https://www.climatebonds.net/>.

Issuing Climate Bonds aligns with WMATA's commitment to sustainability and helps to meet the needs of people, communities, and businesses in the region, and fosters social wellbeing, equity, economic prosperity, and environmental stewardship. As the region builds for the future, WMATA is a key partner in addressing the region's climate challenges through sustainable transit and energy efficient solutions. Bond proceeds are used to fund projects with environmental benefits and are aligned with the sustainability is based on (i) Resolution 2022-23, Adoption of a Sustainability Vision and Principles and Zero Emissions Vehicle Goal, dated June 24, 2021; (ii) WMATA's 2025 Energy Action Plan available online at https://www.wmata.com/initiatives/sustainability/upload/WMATA-Energy-Action-Plan-Final-4_18.pdf; and (iii) Capital Improvement Program ("CIP") projects with environmentally sustainable elements; including, but not limited to:

- **New 8000-Series railcars (CIP0059):** Acquisition of new railcars to replace aging 2000- and 3000-Series. The new railcars are designed with better ventilation, enhanced security features, greater energy efficiency, and ultimately greater safety and reliability.
- **Traction power upgrades to support additional 8-car trains (CIP0076):** Upgrades to rail power infrastructure, including multiple traction power substation equipment upgrades and regenerative braking technology, increases system capacity, reliability, and energy efficiency.
- **Station Platform Rehab Phase 3 (CIP0308):** Repair platforms and station systems along the Green and Blue Lines to improve customer safety and comfort, including improved slip-resistant tile, lighting, passenger shelters, information displays, and public address system. New platforms and system assets will reduce future maintenance requirements and improve passenger experience—thereby increasing ridership and mode shift in the region.
- **Office Consolidation (CIP0335, 0337, 0338):** Building rehabilitation and construction to consolidate regional administrative office space designed to achieve LEED certification. Office consolidation will streamline business processes, allow department to be more logically organized and reduce long-term energy usage and costs.

For more information the use of debt funding for capital investments, please see Exhibit B, Report on the Use of 2021A Dedicated Funding Bond Proceeds through June 30, 2022.

WMATA agrees to provide bondholders of its Climate Bond Certified bonds with notice of the following:

- Annual post-issuance compliance certification until maturity or prior redemption of the Climate bond Certified Bonds;
- Any event of material non-conformance with the certification process and the action the Authority is taking or expecting to take to bring the projects and/or assets into conformance; and
- Any revocation of the Climate Bond Certification by the Climate Bonds Standard Board.

Pursuant to the Climate Bonds Standard and Certification Process, this post-issuance annual report shall be filed on the Electronic Municipal Market Access (“EMMA”) website. This annual update is provided solely for the purposes of the Agreement for Climate Bonds Certification delivered in connection with the Bonds and shall create no rights in any bondholders, beneficial owners, or any other person or entity. The filing of this update does not constitute or imply any representation: (i) that all of the information provided is material to investors, (ii) regarding any other financial, operating or other information about the Authority or the Bonds, or (iii) that no changes, circumstances or events have occurred since the end of the fiscal year to which this annual update relates or any other date specified with respect to any of the information contained in this annual update, or that no other information exists, which may have a bearing on the security for the Bonds, or any investor's decision to buy, sell, or hold the Bonds. The Authority has subsequent to June 30, 2022, the end of the fiscal year to which this report relates, made expenditures that are not encompassed by this report.

EXHIBIT B

Report on the Use of 2021A Dedicated Funding Bond Proceeds through June 30, 2022

Parent Project	Description	2021A Green Bond Proceeds*
CIP0005	Bus Rehabilitation Program	35,282.41
CIP0024	Track Rehabilitation	477,986.24
CIP0025	Roadway Equip & Vehicle Replacement	377,083.76
CIP0059	8000-Series Railcars	30,159,407.81
CIP0067	Railcar Safety & Reliability	14,943.12
CIP0076	100% 8-Car Train Power Upgrade	19,699,083.77
CIP0087	Station & Facility Restoration	233,193.38
CIP0132	Escalator & Elevator Overhaul	1,249,563.21
CIP0136	Radio Infrastructure Replace	1,377,503.23
CIP0152	Prkg Garage & Surf Lot Rehab	204,331.96
CIP0185	Escalator Replacement	11,121.66
CIP0213	Capital Program Management	773,231.27
CIP0219	Rail Station Lighting Improve	1,595,401.04
CIP0225	Heavy Repair & Overhaul Facility	11,257,030.75
CIP0251	Automatic Train Control SOGR	2,811,572.10
CIP0252	Low Voltage Power SOGR	79,004.69
CIP0253	Traction Power SOGR	3,542,418.00
CIP0255	Fare Collection Modernization	12,922,854.80
CIP0258	Station & Tunnel Fire Alarm	121,073.69
CIP0261	Rail Tunnel Lighting Replace	90,517.28
CIP0262	Tunnel Water Leak Mitigation	1,598,545.73
CIP0270	CAPD Program Support	66,800.00
CIP0275	New Carrollton Garage and Bays	3,893,205.47
CIP0291	Tunnel Ventilation Improvement	52,853.40
CIP0294	Bridge Rehabilitation Program	1,896,697.03
CIP0306	Station Platform Rehab Phase 1	3,472,209.43
CIP0307	Station Platform Rehab Phase 2	810,473.66
CIP0308	Station Platform Rehab Phase 3	134,720,134.25
CIP0310	Station Platform Rehab Phase 4	134,903,334.41
CIP0311	Bladensburg Bus Garage Rehab	12,176,457.36
CIP0315	Northern Bus Garage Replacement	6,310,505.09
CIP0330	IT Data Center	29,578,545.33
CIP0332	Fiber Optic Cable Installation	8,301,679.89
CIP0335	Office Consolidation - DC	26,586,690.00
CIP0337	Office Consolidation - VA	90,366,464.69
CIP0338	Office Consolidation - MD	84,925,810.44
CIP0341	Rail Sys Standpipe Replacement	3,214,987.00
CIP0348	Structural Rehab - Package A	22,623,546.83
CIP0349	Yellow Line Tunnel & Bridg eRehab	7,181,650.25
CIP0352	Station Platform Canopy Rehab	60,461.96
CIP0356	Tunnel Vent - Red Line Pilot	3,387,727.31
CIP0370	Structural Package B Rehab	228,265.92

*Series 2021A Bond proceeds utilized as of June 30, 2022.

Bus Vehicle Rehabilitation Program (CIP0005)

Initiative Type: Program

Mode: Bus

Category: Bus, Bus Facilities & Paratransit

Program: Maintenance/Overhaul

Location: Systemwide

Federal Participation (all years): Yes

Description

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



Expected Outcome

Allows Metro to achieve the maximum useful life of a bus which extends the period between bus replacements while minimizing routine maintenance costs. Also, maintains bus reliability and addresses reliable revenue service availability as measured by the Bus Fleet Reliability performance indicator [FY20 target $\geq 7,000$ miles between failures].

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
FY21 Forecast	\$62.5
Planned Investments	
FY22	\$66.4
FY23	\$75.8
FY24	\$69.4
FY25	\$64.4
FY26	\$65.4
FY27	\$66.4
6-Year Total (FY22-FY27)	\$407.8
10-Year Total (FY22-FY31)	\$628.4
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$41.2
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$25.2
Reimbursable	\$0.0
Debt	\$0.0

Roadway Equipment and Vehicle Program (CIP0025)

Initiative Type: Program

Mode: Rail

Category: Track and Structures
Rehabilitation

Program: Fixed Rail

Location: Systemwide

Federal Participation (all years): Yes

Description

This program acquires roadway maintenance machines (RMM) and equipment primarily to replace RMM and equipment that has reached the end of its useful life and is no longer feasible to maintain.



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will take delivery of track maintenance equipment including dual rail e-clip installers, tie plate inserters, flat bed prime movers and a drain cleaner prime mover. Metro will advance the design and installation of vehicle mounted track inspection equipment to assist with track inspections systemwide.

Cost (\$M)

Investments	
FY21 Forecast	\$8.2
Planned Investments	
FY22	\$12.6
FY23	\$32.5
FY24	\$32.1
FY25	\$14.9
FY26	\$8.1
FY27	\$9.4
6-Year Total (FY22-FY27)	\$109.5
10-Year Total (FY22-FY31)	\$164.3
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$12.6
Reimbursable	\$0.0
Debt	\$0.0



How to Read CIP Investment Page

1 **8000-Series Railcars (CIP0059)**

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

2 **Description**

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



3 **Expected Outcome**

Acquires new railcars to allow for retirement of the 2000 and 3000 series cars at the end of their 40-year service life. Maintaining the rail fleet in a state of good repair prevents future safety and reliability concerns as measured by the Rail Fleet Reliability performance indicator [FY20 ≥130,000 miles between delay]. In addition, new railcars reduce maintenance needs, and provides improved customer features.

Strategic Objectives

7



Safety



Security



Reliability/SGR

4 **Near Term Deliverables**

Metro will advance railcar design, take delivery, and perform inspection of prototype railcar.

Cost (\$M)

8

Investments	
Expenditure Life to Date (to FY20)	\$8.8
FY21 Forecast	\$37.7
Planned Investments	
FY22	\$66.2
FY23	\$76.3
FY24	\$99.9
FY25	\$211.9
FY26	\$271.8
FY27	\$90.3
6-Year Total (FY22-FY27)	\$816.3
10-Year Total (FY22-FY31)	\$1,959.3
Beyond FY31	\$391.9
Total Estimated Investment	\$2,397.7

5 **Anticipated Funding Sources (\$M)**

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$66.2

Fiscal Year	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Development and Evaluation	X	X			X		X				
Implementation/Construction	X	X	X	X	X	X	X	X	X	X	
Operations Activation						X	X	X	X	X	

Rail Vehicle Safety & Reliability Improvements (CIP0067)

Initiative Type: Program

Mode: Rail

Category: Railcar and Railcar Facilities

Program: Maintenance/Overhaul

Location: Systemwide

Federal Participation (all years): Yes

Description

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



Expected Outcome

Improves and maintains the reliability of the railcar fleet as measured by the Rail Fleet Reliability performance indicator [FY20 \geq 130,000 miles between delay].

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will design and implement reliability improvements to the 7000 Series HVAC system, radiant heated flooring to improve temperature control for the 6000 Series fleet, and advance specifications for expanding the Automatic Wayside Inspection System (AWIS).

Cost (\$M)

Investments	
FY21 Forecast	\$3.8
Planned Investments	
FY22	\$0.7
FY23	\$2.2
FY24	\$2.2
FY25	\$2.2
FY26	\$2.2
FY27	\$2.2
6-Year Total (FY22-FY27)	\$11.7
10-Year Total (FY22-FY31)	\$20.5
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.6
Reimbursable	\$0.0
Debt	\$0.0

Rail System Power Upgrades (CIP0076)

Initiative Type: Project

Mode: Rail

Category: Rail Systems

Program: Power

Location: Systemwide

Federal Participation (all years): Yes

Description

This project will upgrade and replace electrical infrastructure equipment to improve performance of the rail power system and accommodate additional eight-car trains. Upgrades to the rail power infrastructure include Traction Power Substations, Tie Breaker Stations, cabling, and transformers to both increase system capacity and reliability. Future upgrades on the red, yellow, and green lines will be completed with the needed state of good repair work under CIP0253.



Expected Outcome

Contributes to Metro's ability to operate more 8-car trains in revenue service to increase capacity, reduce crowding, and improve the riding experience for Metrorail customers.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

This project will continue Traction Power Substation equipment upgrades at Huntington, Prince George's Plaza, Greenbelt, and Silver Spring.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$145.0
FY21 Forecast	\$48.8
Planned Investments	
FY22	\$25.7
FY23	\$37.9
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$63.6
10-Year Total (FY22-FY31)	\$63.6
Beyond FY31	\$0.0
Total Estimated Investment	\$257.4

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$7.7
Reimbursable	\$4.9
Debt	\$13.1

Fiscal Year	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Development and Evaluation											
Implementation/Construction	X	X	X								
Operations Activation	X	X	X								

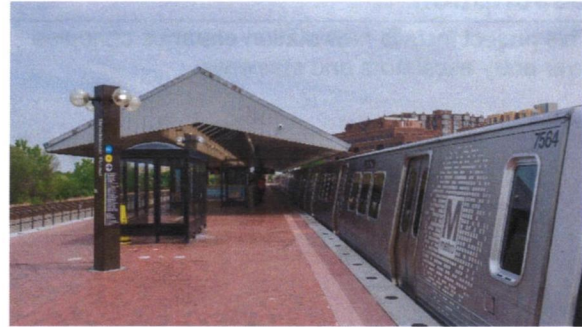
Station and Facility Restoration Program (CIP0087)

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. Each Metrorail station is scheduled for restoration approximately every four years.



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will clean and power wash concrete and architectural features and repair or replace worn interior fixtures systemwide.

Cost (\$M)

Investments	
FY21 Forecast	\$12.8
Planned Investments	
FY22	\$14.4
FY23	\$23.8
FY24	\$19.7
FY25	\$17.6
FY26	\$17.8
FY27	\$18.1
6-Year Total (FY22-FY27)	\$111.4
10-Year Total (FY22-FY31)	\$163.4
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.2
Reimbursable	\$0.0
Debt	\$14.2

Escalator and Elevator Overhaul Program (CIP0132)

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

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

Description

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



Expected Outcome

Maintains elevators and escalators in a state of good repair to preserve availability as measured by the Elevator Availability key performance indicator [FY20 target ≥97%] and the Escalator Availability key performance indicator [FY20 target ≥92%].

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
FY21 Forecast	\$6.0
Planned Investments	
FY22	\$6.6
FY23	\$6.6
FY24	\$6.6
FY25	\$6.6
FY26	\$6.6
FY27	\$6.6
6-Year Total (FY22-FY27)	\$39.8
10-Year Total (FY22-FY31)	\$66.3
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$6.6
Reimbursable	\$0.0
Debt	\$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 the existing Metro's radio system operating in the 450-490 MHz frequency band with a new system operating in the 700 MHz band, as required by the Federal Communications Commission (FCC). In addition, wireless signal communications will be installed throughout the tunnel system allowing customers to utilize wireless service while underground.



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$256.9
FY21 Forecast	\$66.8
Planned Investments	
FY22	\$85.6
FY23	\$65.7
FY24	\$72.2
FY25	\$16.1
FY26	\$0.3
FY27	\$0.3
6-Year Total (FY22-FY27)	\$240.3
10-Year Total (FY22-FY31)	\$280.3
Beyond FY31	\$0.0
Total Estimated Investment	\$604.0

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$45.5
System Performance	\$0.0
Dedicated Funding	\$1.9
Reimbursable	\$0.0
Debt	\$38.2

Fiscal Year	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Development and Evaluation											
Implementation/Construction	X	X	X	X	X	X	X	X	X	X	X
Operations Activation		X	X	X	X				X	X	X

Parking Garage and Surface Lot Rehabilitation (CIP0152)

Initiative Type: Program

Mode: Rail

Category: Stations and Passenger Facilities

Program: Platforms & Structures

Location: Systemwide

Federal Participation (all years): Yes

Description

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



Expected Outcome

Allows parking facilities to be maintained in a state of good repair to prevent property damage, improve customer satisfaction, improve customer safety as measured by the Metrorail customer injury rate performance indicator [FY20 target of ≤1.40 injuries per million passengers].

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
FY21 Forecast	\$11.6
Planned Investments	
FY22	\$21.6
FY23	\$14.5
FY24	\$14.5
FY25	\$15.5
FY26	\$15.5
FY27	\$15.5
6-Year Total (FY22-FY27)	\$97.1
10-Year Total (FY22-FY31)	\$159.1
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$9.3
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$2.3
Reimbursable	\$0.0
Debt	\$10.0

Escalator Replacement (CIP0185)

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

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

Description

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



Expected Outcome

Maintains escalators in a state of good repair to prevent potential safety issues and preserve availability as measured by the Escalator Availability key performance indicator [FY20 target ≥92%]. In addition, modernized units are as much as 30% more energy efficient than the old units.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

As part of a multi-year replacement contract, Metro will replace approximately twenty of the oldest and poorest performing escalator units in the system.

Cost (\$M)

Investments	
FY21 Forecast	\$10.0
Planned Investments	
FY22	\$33.7
FY23	\$33.7
FY24	\$33.7
FY25	\$30.4
FY26	\$20.4
FY27	\$34.7
6-Year Total (FY22-FY27)	\$186.5
10-Year Total (FY22-FY31)	\$315.0
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

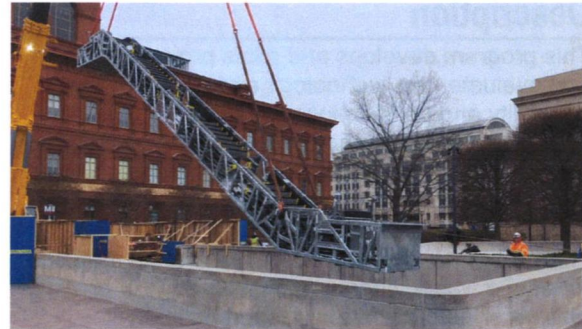
Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$33.7
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Capital Program Development Support (CIP0213)

Initiative Type: Program
Mode: Systemwide
Category: Business & Operations Support
Program: Support Equipment/Services
Location: Systemwide
Federal Participation (all years): No

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
FY21 Forecast	\$18.0
Planned Investments	
FY22	\$17.5
FY23	\$17.9
FY24	\$18.2
FY25	\$18.6
FY26	\$18.9
FY27	\$19.3
6-Year Total (FY22-FY27)	\$110.4
10-Year Total (FY22-FY31)	\$191.6
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$7.7
Dedicated Funding	\$9.8
Reimbursable	\$0.0
Debt	\$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 Outcome

Provides sufficient lighting to improve customer and employee safety and security as measured by the Metrorail customer injury rate performance indicator [FY20 target of ≤1.40 injuries per million passengers], and the rate of crimes against passengers performance indicator [FY20 target of ≤5.3 crimes per million passengers or fewer]. In addition, newer lights are more efficient and reduce Metro's energy consumption.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue upgrades to station platform edge lights, above ground station lighting, and station ancillary service room lights. Also, upgrading exterior lighting conditions outside of various stations to include common areas, pathways and parking lots.

Cost (\$M)

Investments	
FY21 Forecast	\$23.0
Planned Investments	
FY22	\$26.1
FY23	\$41.4
FY24	\$25.6
FY25	\$35.9
FY26	\$26.8
FY27	\$9.8
6-Year Total (FY22-FY27)	\$165.7
10-Year Total (FY22-FY31)	\$187.6
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$24.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$2.0
Reimbursable	\$0.0
Debt	\$0.0

Heavy Repair and Overhaul Facility (CIP0225)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will progress design, pre-construction activities and advance into construction of the new HRO facility. The construction activities will include foundational work, storm water and sewer infrastructure, track infrastructure, base building and core, and exterior enclosure. Also, tenant relocation efforts will be underway, followed by demolition and site preparation.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$52.0
FY21 Forecast	\$17.6
Planned Investments	
FY22	\$78.4
FY23	\$61.9
FY24	\$100.0
FY25	\$91.6
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$331.9
10-Year Total (FY22-FY31)	\$645.9
Beyond FY31	\$0.0
Total Estimated Investment	\$715.5

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$20.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$4.3
Reimbursable	\$0.0
Debt	\$54.1

Fiscal Year	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Development and Evaluation	X	X	X	X							
Implementation/Construction	X	X	X	X	X			X	X	X	X
Operations Activation		X							X	X	X

Automatic Train Control State of Good Repair (CIP0251)

Initiative Type: Program

Category: Rail Systems

Location: Systemwide

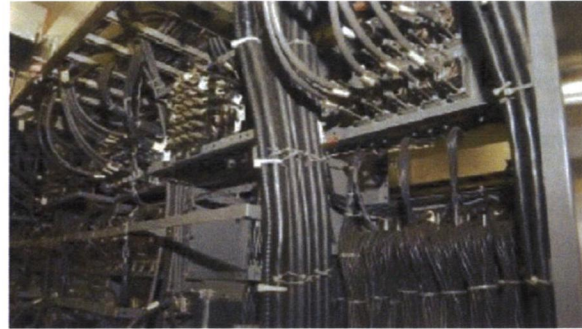
Mode: Rail

Program: Signals & Communications

Federal Participation (all years): Yes

Description

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



Expected Outcome

Increases the safety of Metrorail operations and provides reliable signal operation to minimize disruptions to rail service as measured by the Rail Infrastructure Availability performance indicator [FY20 target ≤3.8% of track under performance restrictions] and the Metrorail customer injury rate performance indicator [FY20 target of ≤1.40 injuries per million passengers] and prevent potential safety issues.

Near Term Deliverables

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

Strategic Objectives



Safety



Security



Reliability/SGR

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$54.6
System Performance	\$0.0
Dedicated Funding	\$1.6
Reimbursable	\$0.0
Debt	\$11.0

Cost (\$M)

Investments	
FY21 Forecast	\$48.9
Planned Investments	
FY22	\$67.2
FY23	\$92.5
FY24	\$85.4
FY25	\$93.8
FY26	\$52.5
FY27	\$34.0
6-Year Total (FY22-FY27)	\$425.3
10-Year Total (FY22-FY31)	\$603.8
Beyond FY31	On-Going

Low Voltage Power State of Good Repair (CIP0252)

Initiative Type: Program **Mode:** Rail
Category: Rail Systems **Program:** Power
Location: Systemwide **Federal Participation (all years):** Yes

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will install new switchgears, transformers, cabling, and electrical panels at various locations. Uninterruptible Power Supplies will be replaced systemwide. Programmable Logic Control panels will be replaced at various AC rooms systemwide. Metro expects to advance work at the following locations: Farragut West, Foggy Bottom, Arlington Cemetery, Crystal City, National Airport, Braddock Road, King St-Old Town, Brookland, Fort Totten, Takoma, Archives-Navy Memorial, L'Enfant Plaza.

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$20.7
PRIIA/RSI Grants	\$0.0
System Performance	\$1.8
Dedicated Funding	\$13.4
Reimbursable	\$0.0
Debt	\$0.0

Cost (\$M)

Investments	
FY21 Forecast	\$27.6
Planned Investments	
FY22	\$36.0
FY23	\$27.9
FY24	\$43.4
FY25	\$27.1
FY26	\$36.1
FY27	\$29.8
6-Year Total (FY22-FY27)	\$200.3
10-Year Total (FY22-FY31)	\$325.7
Beyond FY31	On-Going

Traction Power State of Good Repair (CIP0253)

Initiative Type: Program

Mode: Rail

Category: Rail Systems

Program: Power

Location: Systemwide

Federal Participation (all years): Yes

Description

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



Expected Outcome

Addresses the ability to provide Metrorail service through replacement or rehabilitation of critical infrastructure that delivers propulsion power to Metrorail. Improvements decrease speed restrictions imposed on trains, and reduce the risk of safety incidents including track fire incidents and stray current problems as measured by the Rail Infrastructure Availability performance indicator [FY20 target $\leq 3.8\%$ of track under performance restrictions] and the number of fire incidents performance indicator [FY20 target of ≤ 50 incidents annually].

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will replace the degraded cable tray at Rosslyn and replace traction power substation equipment at West Falls Church Railyard and Cleveland Park. Priority transformer at various locations will be replaced. Approximately 600 cables will be inspected and tested, and 6,800 linear feet of cable will be replaced per quarter.

Cost (\$M)

Investments	
FY21 Forecast	\$38.4
Planned Investments	
FY22	\$46.3
FY23	\$93.7
FY24	\$83.3
FY25	\$92.8
FY26	\$71.1
FY27	\$91.4
6-Year Total (FY22-FY27)	\$478.6
10-Year Total (FY22-FY31)	\$779.2
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$31.2
PRII/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$15.1
Reimbursable	\$0.0
Debt	\$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 and aboard Metrobuses and develops new methods for customers to pay for and manage their payment accounts.



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$52.8
FY21 Forecast	\$54.0
Planned Investments	
FY22	\$56.9
FY23	\$78.6
FY24	\$74.1
FY25	\$52.2
FY26	\$42.6
FY27	\$23.0
6-Year Total (FY22-FY27)	\$327.3
10-Year Total (FY22-FY31)	\$364.5
Beyond FY31	\$0.0
Total Estimated Investment	\$471.3

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$11.1
PRII/RSI Grants	\$0.0
System Performance	\$4.2
Dedicated Funding	\$41.6
Reimbursable	\$0.0
Debt	\$0.0

Fiscal Year	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Development and Evaluation	X	X	X	X	X	X					
Implementation/Construction	X	X	X	X	X	X	X	X	X		
Operations Activation	X	X	X	X	X	X	X	X	X		

Station And Tunnel Fire Alarm Rehabilitation (CIP0258)

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

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

Description

This program will upgrade fire alarm systems in the tunnels and stations.



Expected Outcome

Improves Metro's compliance with National Fire Protection Association standards and addresses recommendations made by the National Transportation Safety Board. Improves customer and employee safety by accurately measuring and responding to fire incidents as measured by the Metrorail customer injury rate performance indicator [FY20 target of ≤ 1.40 injuries per million passengers] and the Metrorail system employee injury rate performance indicator [FY20 target of ≤ 3.4 per 200,000 hours worked].

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance the Tunnel Smoke Detection System by installing detection equipment at multiple fan and vent shaft locations throughout the system.

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$7.1

Cost (\$M)

Investments	
FY21 Forecast	\$3.5
Planned Investments	
FY22	\$7.1
FY23	\$19.4
FY24	\$18.9
FY25	\$18.9
FY26	\$19.0
FY27	\$16.4
6-Year Total (FY22-FY27)	\$99.9
10-Year Total (FY22-FY31)	\$141.4
Beyond FY31	On-Going

Rail Tunnel Lighting Replacement (CIP0261)

Initiative Type: Program

Mode: Rail

Category: Track and Structures
Rehabilitation

Program: Fixed Rail

Location: Systemwide

Federal Participation (all years): No

Description

This program replaces tunnel lights and fixtures with LED lamps. This program addresses a recommendation from the 2017 agency wide energy audit and a safety corrective action plan to finish replacing light fixtures in all tunnels.



Expected Outcome

Intensifies tunnel illumination, increasing the safety of the work environment for Metro's workforce and first responders accessing tunnels as measured by the Metrorail system employee injury rate performance indicator [FY20 target of ≤ 3.4 per 200,000 hours worked]. Additionally reduces energy consumption and improves the efficiency of maintenance for tunnel lights.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will complete lighting upgrades on tunnel segments throughout the Metrorail system.

Cost (\$M)

Investments	
FY21 Forecast	\$4.0
Planned Investments	
FY22	\$1.5
FY23	\$0.0
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$1.5
10-Year Total (FY22-FY31)	\$1.5
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$1.5

Tunnel Water Leak Mitigation (CIP0262)

Initiative Type: Program

Mode: Rail

Category: Track and Structures
Rehabilitation

Program: Structures

Location: Systemwide

Federal Participation (all years): No

Description

This program mitigates water infiltration into the Metrorail tunnel system.



Expected Outcome

Reduces disruption to revenue service and increases passenger and employee safety by mitigating the risk of water intrusion which can cause fire and smoke events as measured by the number of fire incidents performance indicator [FY20 target of ≤ 50 incidents annually] and the Metrorail customer on-time performance indicator [FY20 target ≥88% on-time]. Protects Metro infrastructure and equipment which reduces the frequency and cost of repairs and replacements.

Near Term Deliverables

Metro will advance water mitigation work along two-segments of the Red Line. The effectiveness of this solution will be evaluated for potential further use in other tunnel segments systemwide.

Strategic Objectives



Safety



Security



Reliability/SGR

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$8.0

Cost (\$M)

Investments	
FY21 Forecast	\$2.4
Planned Investments	
FY22	\$8.0
FY23	\$25.5
FY24	\$58.0
FY25	\$62.1
FY26	\$58.2
FY27	\$52.1
6-Year Total (FY22-FY27)	\$264.0
10-Year Total (FY22-FY31)	\$412.7
Beyond FY31	On-Going

Capital Delivery Program Support (CIP0270)

Initiative Type: Program **Mode:** Systemwide
Category: Business & Operations Support **Program:** Support Equipment/Services
Location: Systemwide **Federal Participation (all years):** No

Description

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



Expected Outcome

Improves Metro's ability to plan and deliver its extensive capital improvement program. This improves Metro's financial responsibility and supports state of good repair efforts.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
FY21 Forecast	\$32.8
Planned Investments	
FY22	\$35.4
FY23	\$36.1
FY24	\$36.8
FY25	\$37.5
FY26	\$38.3
FY27	\$39.1
6-Year Total (FY22-FY27)	\$223.3
10-Year Total (FY22-FY31)	\$387.6
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRII/RSI Grants	\$0.0
System Performance	\$33.8
Dedicated Funding	\$1.6
Reimbursable	\$0.0
Debt	\$0.0

New Carrollton Garage and Bus Bays (CIP0275)

Initiative Type: Project

Mode: Bus

Category: Bus, Bus Facilities & Paratransit

Program: Passenger Facilities/Systems

Location: Maryland

Federal Participation (all years): No

Description

This project supports the joint development at New Carrollton station. Metro, Prince George's County, and a developer have entered into an agreement for mixed-use development in New Carrollton station area. The development also includes the new Metro office building. As a part of this development Metro will demolish the obsolete parking garage and construct a replacement garage and bus loop.



Expected Outcome

Increase station access, ridership and the customer experience.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance demolition of the obsolete Prince George's County parking garage, site preparation and foundational work, and begin construction of the new bus loop and parking garage structure.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$1.6
FY21 Forecast	\$3.0
Planned Investments	
FY22	\$27.0
FY23	\$45.0
FY24	\$5.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$77.0
10-Year Total (FY22-FY31)	\$77.0
Beyond FY31	\$0.0
Total Estimated Investment	\$81.6

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$27.0
Reimbursable	\$0.0
Debt	\$0.0

Fiscal Year	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Development and Evaluation	X										
Implementation/Construction	X	X	X	X							
Operations Activation	X	X	X	X							

Tunnel Ventilation Improvements (CIP0291)

Initiative Type: Project

Mode: Rail

Category: Track and Structures Rehabilitation

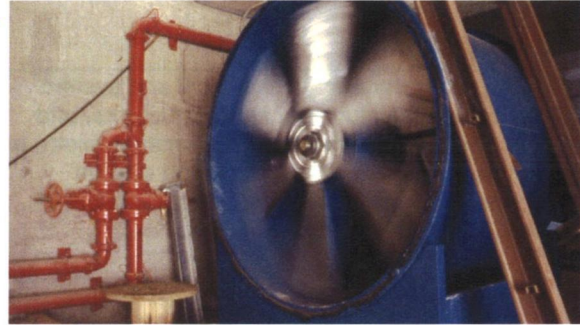
Program: Structures

Location: District of Columbia

Federal Participation (all years): Yes

Description

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



Expected Outcome

Improves the tunnel ventilation system performance and capacity by installing additional fans to move smoke more efficiently, increasing passenger and employee safety as measured by the Metrorail customer injury rate performance indicator [FY20 target of ≤1.40 injuries per million passengers] and the Metrorail system employee injury rate performance indicator [FY20 target of ≤3.4 per 200,000 hours worked].

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance assessments and designs of ventilation improvements.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$5.3
FY21 Forecast	\$4.5
Planned Investments	
FY22	\$9.4
FY23	\$3.0
FY24	\$3.1
FY25	\$1.0
FY26	\$2.0
FY27	\$32.0
6-Year Total (FY22-FY27)	\$50.5
10-Year Total (FY22-FY31)	\$280.7
Beyond FY31	\$910.8
Total Estimated Investment	\$1,201.3

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$9.4
Reimbursable	\$0.0
Debt	\$0.0

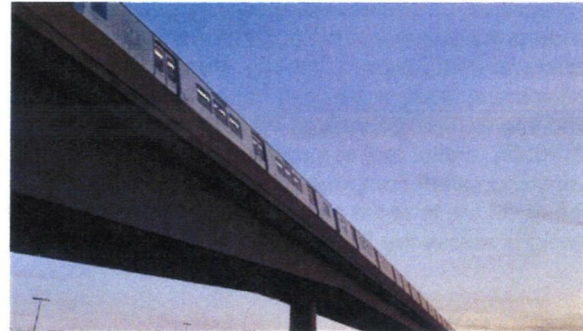
Fiscal Year	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Development and Evaluation	X	X					X				
Implementation/Construction	X	X	X	X	X	X	X	X	X	X	X
Operations Activation								X	X	X	X

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 rail tunnels, aerial structures, and station platforms across the Metro system. Metro is rehabilitating additional structural and system components under Structural Rehabilitation - Package 1 (CIP0348).



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will rehabilitate the Rockville Pedestrian Bridge, develop designs for future bridge rehabilitations and proceed with the demolition of the three trestle bridges.

Cost (\$M)

Investments	
FY21 Forecast	\$3.3
Planned Investments	
FY22	\$6.2
FY23	\$22.7
FY24	\$24.3
FY25	\$18.5
FY26	\$19.1
FY27	\$12.5
6-Year Total (FY22-FY27)	\$103.3
10-Year Total (FY22-FY31)	\$291.6
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$1.4
Reimbursable	\$0.0
Debt	\$4.8

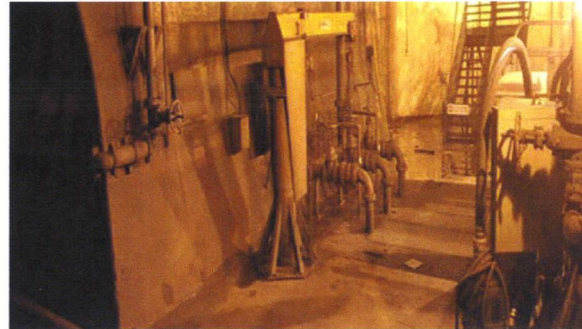
Rail Passenger Facility State of Good Repair Program (CIP0305)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

No planned deliverables in FY2022. Program will resume between FY2023-FY2027.

Cost (\$M)

Investments	
FY21 Forecast	\$0.0
Planned Investments	
FY22	\$0.0
FY23	\$7.9
FY24	\$7.9
FY25	\$7.9
FY26	\$7.9
FY27	\$7.9
6-Year Total (FY22-FY27)	\$39.4
10-Year Total (FY22-FY31)	\$45.9
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Station Platform Rehabilitation - Phase 2 (CIP0307)

Initiative Type: Project

Category: Stations and Passenger Facilities

Location: Commonwealth of Virginia

Mode: Rail

Program: Platforms & Structures

Federal Participation (all years): Yes

Description

This project rehabilitates and repairs platforms and systems at the following Orange and Blue/Yellow Lines stations in Virginia to address potentially unsafe and deteriorating conditions: East Falls Church, West Falls Church, Dunn Loring, Vienna, and Reagan National Airport. Customer experience improvements include slip-resistant tile, improved lighting, upgraded passenger shelters, new passenger information displays, improved public address system, new closed-circuit television system, and renovated bathrooms.



Expected Outcome

Upgrades and improves above-ground stations for customer comfort and to increase the lifespan of these assets, reducing future maintenance requirements and improving the quality of rail service provided for customers accessing these stations.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will complete project close out for platform rehabilitation work at Orange Line Stations (Vienna to East Falls Church), and Reagan National Airport station. This work addressed thirty-six station systems, to include, concrete platform repair, granite edges, paver tile, signage, shelters, public address systems, fire protection, sprinklers, CCTV, drainage, sewage ejector pumps, paint, and bathrooms.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$149.8
FY21 Forecast	\$172.4
Planned Investments	
FY22	\$3.1
FY23	\$0.0
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$3.1
10-Year Total (FY22-FY31)	\$3.1
Beyond FY31	\$0.0
Total Estimated Investment	\$325.3

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$2.5
Reimbursable	\$0.0
Debt	\$0.6

Fiscal Year	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Development and Evaluation											
Implementation/Construction	X	X									
Operations Activation	X	X									

Station Platform Rehabilitation - Phase 3 (CIP0308)

Initiative Type: Project

Category: Stations and Passenger Facilities

Location: Systemwide

Mode: Rail

Program: Platforms & Structures

Federal Participation (all years): Yes

Description

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



Expected Outcome

Upgrades and improves above-ground stations for customer safety and comfort, as measured by the Metrorail customer injury rate performance indicator [FY20 target of ≤1.40 injuries per million passengers]. New platforms and other new/rehabilitated station assets will increase the lifespan of these assets, reducing future maintenance requirements and improving the quality of rail service provided for customers accessing these stations.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance work at four Green Line stations (West Hyattsville to Greenbelt) during a summer shutdown (approximately Memorial Day 2021 to Labor Day 2021). The work will encompass thirty-six systems that include concrete platform repair, granite edges, paver tile, signage, shelters, station communication systems, fire protection, sprinklers, CCTV security systems, drainage, sewage ejector pumps, painting, and bathrooms. Two stations along the Blue Line (Addison Road and Arlington Cemetery) included in this project will be shutdown and completed in the winter/spring of 2021.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$0.3
FY21 Forecast	\$279.8
Planned Investments	
FY22	\$144.8
FY23	\$5.8
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$150.6
10-Year Total (FY22-FY31)	\$150.6
Beyond FY31	\$0.0
Total Estimated Investment	\$430.7

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$111.5
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$33.3

Fiscal Year	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Development and Evaluation	X										
Implementation/Construction	X	X	X								
Operations Activation		X	X								

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): No

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$0.0
FY21 Forecast	\$28.8
Planned Investments	
FY22	\$220.3
FY23	\$161.5
FY24	\$25.6
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$407.4
10-Year Total (FY22-FY31)	\$407.4
Beyond FY31	\$0.0
Total Estimated Investment	\$436.2

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$16.2
Reimbursable	\$0.0
Debt	\$204.1

Fiscal Year	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Development and Evaluation	X	X									
Implementation/Construction	X	X	X	X							
Operations Activation		X	X								

Bladensburg Bus Garage Replacement (CIP0311)

Initiative Type: Project **Mode:** Bus
Category: Bus, Bus Facilities & Paratransit **Program:** Maintenance Facilities
Location: District of Columbia **Federal Participation (all years):** Yes

Description

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



Expected Outcome

Provides a new LEED certified bus facility that will improve bus safety, efficiency, maintenance and operations, while maximizing bus fleet availability as measured by as measured by the bus system employee injury rate performance indicator [FY20 target of ≤9.4 per 200,000 hours worked] and the Bus Fleet Reliability performance indicator [FY20 target ≥7,000 miles between failures].

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will complete final design and pre-construction activities for the new bus facility and complete demolition of the existing bus facility on the site.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$11.7
FY21 Forecast	\$18.4
Planned Investments	
FY22	\$58.7
FY23	\$52.8
FY24	\$99.0
FY25	\$101.1
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$311.6
10-Year Total (FY22-FY31)	\$311.6
Beyond FY31	\$0.0
Total Estimated Investment	\$341.7

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$3.6
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$4.3
Reimbursable	\$0.0
Debt	\$50.8

Fiscal Year	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Development and Evaluation	X	X									
Implementation/Construction	X	X	X	X	X						
Operations Activation		X		X	X						

Northern Bus Garage Replacement (CIP0315)

Initiative Type: Project

Category: Bus, Bus Facilities & Paratransit

Location: District of Columbia

Mode: Bus

Program: Maintenance Facilities

Federal Participation (all years): Yes

Description

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



Expected Outcome

Provides a modern and safe bus operations and maintenance facility that will reduce associated energy consumption and operating costs and maximize bus fleet availability as measured by the Bus Fleet Reliability performance indicator [FY20 target $\geq 7,000$ miles between failures]. The design will preserve the historic facade, offering potential retail space for revenue generation and/or provide public space.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance the project through design and pre-construction activities and attain necessary permits and third party approvals.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$19.9
FY21 Forecast	\$19.6
Planned Investments	
FY22	\$17.0
FY23	\$65.0
FY24	\$150.0
FY25	\$124.2
FY26	\$5.6
FY27	\$0.0
6-Year Total (FY22-FY27)	\$361.8
10-Year Total (FY22-FY31)	\$361.8
Beyond FY31	\$0.0
Total Estimated Investment	\$401.3

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$13.3
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$2.5
Reimbursable	\$0.0
Debt	\$1.2

Fiscal Year	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Development and Evaluation	X										
Implementation/Construction	X	X	X	X	X						
Operations Activation					X	X					

Information Technology Data Center (CIP0330)

Initiative Type: Project

Category: Business & Operations Support

Location: Systemwide

Mode: Systemwide

Program: IT

Federal Participation (all years): No

Description

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



Expected Outcome

Replaces Metro's existing data center with a newer more modern facility to support the system and that will also enable Metro to expand existing non-fare revenue through the leasing of excess capacity.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance design and construction planning for the new data center, begin installation of fiber to connect with operations control centers, purchase servers, racks, telecommunications, and networking equipment for installation at the new facilities.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$0.7
FY21 Forecast	\$17.2
Planned Investments	
FY22	\$36.8
FY23	\$41.2
FY24	\$16.5
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$94.5
10-Year Total (FY22-FY31)	\$94.5
Beyond FY31	\$0.0
Total Estimated Investment	\$112.4

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRII/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$36.8

Fiscal Year	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Development and Evaluation	X										
Implementation/Construction	X	X	X	X							
Operations Activation		X	X	X							

Fiber Optic Cable Installation (CIP0332)

Initiative Type: Project

Category: Business & Operations Support

Location: Systemwide

Mode: Systemwide

Program: IT

Federal Participation (all years): No

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will develop an implementation plan for the installation of fiber throughout the system.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$4.3
FY21 Forecast	\$0.2
Planned Investments	
FY22	\$1.0
FY23	\$4.0
FY24	\$6.7
FY25	\$1.5
FY26	\$4.7
FY27	\$9.0
6-Year Total (FY22-FY27)	\$26.9
10-Year Total (FY22-FY31)	\$135.9
Beyond FY31	\$0.0
Total Estimated Investment	\$140.4

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$1.0
Reimbursable	\$0.0
Debt	\$0.0

Fiscal Year	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Development and Evaluation	X	X									
Implementation/Construction			X	X	X	X	X	X	X	X	X
Operations Activation			X	X	X	X	X	X	X	X	X

Office Consolidation - District of Columbia (CIP0335)

Initiative Type: Project **Mode:** Systemwide
Category: Business & Operations Support **Program:** Support Equipment/Services
Location: District of Columbia **Federal Participation (all years):** No

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue construction of the new administrative office building located at L'Enfant Plaza in the District of Columbia. Metro will complete major construction of the building envelope and new curtain wall, parking garage rehabilitation, installing new elevators, installing building HVAC and other building systems, and advance work on interior office space build out.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$86.7
FY21 Forecast	\$113.5
Planned Investments	
FY22	\$56.6
FY23	\$1.0
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$57.6
10-Year Total (FY22-FY31)	\$57.6
Beyond FY31	\$0.0
Total Estimated Investment	\$257.8

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$56.6

Fiscal Year	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Development and Evaluation											
Implementation/Construction	X	X	X								
Operations Activation		X	X								

Office Consolidation - Virginia (CIP0337)

Initiative Type: Project
Category: Business & Operations Support
Location: Commonwealth of Virginia
Mode: Systemwide
Program: Support Equipment/Services
Federal Participation (all years): No

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue construction of the new administrative office building located at Eisenhower Avenue in Virginia. Installation of structural and exterior enclosure will be completed, in addition to installation of HVAC, other building systems, and elevators. The project will advance interior buildout of office space and back-up operation centers.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$18.6
FY21 Forecast	\$62.2
Planned Investments	
FY22	\$145.5
FY23	\$92.0
FY24	\$1.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$238.6
10-Year Total (FY22-FY31)	\$238.6
Beyond FY31	\$0.0
Total Estimated Investment	\$319.4

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$145.5

Fiscal Year	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Development and Evaluation	X										
Implementation/Construction	X	X	X	X							
Operations Activation			X								

Office Consolidation - Maryland (CIP0338)

Initiative Type: Project **Mode:** Systemwide
Category: Business & Operations Support **Program:** Support Equipment/Services
Location: State of Maryland **Federal Participation (all years):** No

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance construction of the new administrative office building located at New Carrollton in Maryland. Will complete pre-construction activities related structural foundation and storm water infrastructure work. Also, complete base building and core, advance installation of building envelope.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$11.9
FY21 Forecast	\$55.7
Planned Investments	
FY22	\$92.8
FY23	\$89.6
FY24	\$1.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$183.4
10-Year Total (FY22-FY31)	\$183.4
Beyond FY31	\$0.0
Total Estimated Investment	\$251.0

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRII/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$92.7

Fiscal Year	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Development and Evaluation	X										
Implementation/Construction	X	X	X	X							
Operations Activation			X								

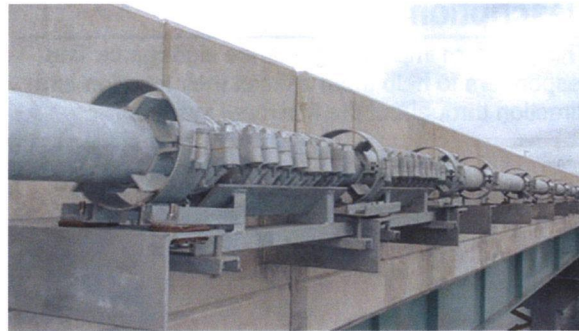
Rail System Standpipe Replacement Program (CIP0341)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will progress dry standpipe system replacements of nine segments of dry standpipes on the Green Line between Fort Totten and College Park.

Cost (\$M)

Investments	
FY21 Forecast	\$10.9
Planned Investments	
FY22	\$8.1
FY23	\$5.5
FY24	\$10.4
FY25	\$10.4
FY26	\$10.0
FY27	\$10.0
6-Year Total (FY22-FY27)	\$54.4
10-Year Total (FY22-FY31)	\$94.4
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

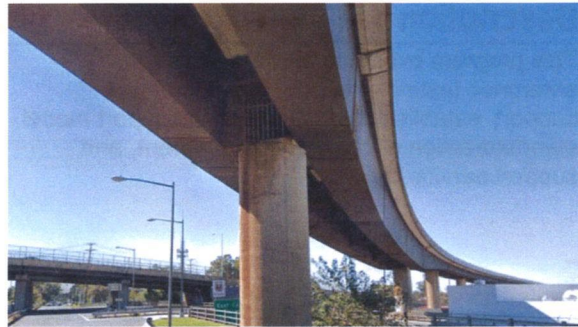
Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.3
Dedicated Funding	\$0.2
Reimbursable	\$0.0
Debt	\$7.7

Structural Rehabilitation - Package 1 (CIP0348)

Initiative Type: Project
Category: Track and Structures Rehabilitation
Location: Systemwide
Mode: Rail
Program: Structures
Federal Participation (all years): TBD

Description

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



Expected Outcome

Returns aerial structures, the Rockville Station canopy, and supporting infrastructure across the system to a state of good repair by addressing structural issues identified during Metro safety inspections. Prevents emergency shutdowns of rail service due to structural deficiencies.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will begin structural rehabilitation of Minnesota Avenue aerial structure, Grosvenor aerial structure, Rockville Station canopy, and 7 segmental bridges. The segmental bridges are located at West Hyattsville, Cameron Run, Naylor Road, Eisenhower Avenue, South Van Dorn Street, and two at Branch Avenue.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$0.0
FY21 Forecast	\$4.0
Planned Investments	
FY22	\$87.7
FY23	\$3.6
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$91.3
10-Year Total (FY22-FY31)	\$91.3
Beyond FY31	\$0.0
Total Estimated Investment	\$95.3

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$7.1
Reimbursable	\$0.0
Debt	\$80.6

Fiscal Year	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Development and Evaluation	X										
Implementation/Construction	X	X	X								
Operations Activation		X	X								

Yellow Line Tunnel and Bridge Rehabilitation (CIP0349)

Initiative Type: Project

Mode: Rail

Category: Track and Structures Rehabilitation

Program: Structures

Location: District of Columbia

Federal Participation (all years): TBD

Description

This project rehabilitates sections of tunnel and the Potomac River bridge located between L'Enfant Plaza and Pentagon stations.



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will repair sections of the steel tunnel liner located between L'Enfant Station and the Potomac River bridge. Metro will also advance structural repairs of the bridge and upgrades to drainage pumping systems.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$0.0
FY21 Forecast	\$3.2
Planned Investments	
FY22	\$35.3
FY23	\$222.9
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$258.3
10-Year Total (FY22-FY31)	\$258.3
Beyond FY31	\$0.0
Total Estimated Investment	\$261.5

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$6.0
Dedicated Funding	\$5.6
Reimbursable	\$0.0
Debt	\$23.7

Fiscal Year	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Development and Evaluation	X	X									
Implementation/Construction		X	X								
Operations Activation		X	X								

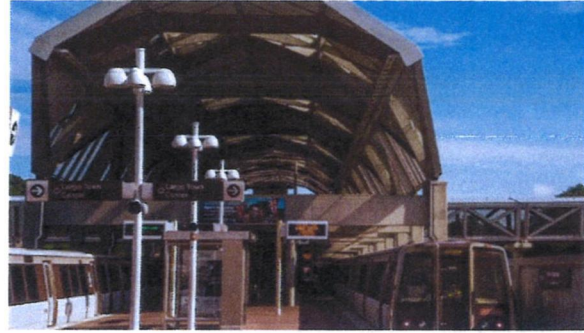
Rail Station Platform Canopy Rehabilitation Program (CIP0352)

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

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

Description

This program replaces or rehabilitates platform canopies at various Metrorail stations to maintain in a state of good repair.



Expected Outcome

Provides customers with shelter from the elements on outdoor platforms and extends the life of Metro's platform assets and helps prevent future safety issues.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will begin an assessment of station platform canopies throughout the Metrorail system. This assessment will provide Metro with an understanding of the condition of canopies throughout the system and inform the prioritization of platform canopies that need to be repaired in the near term. Rockville Station canopy, which is in poor condition, will be replaced under CIP0348 - Structural Rehabilitation - Package 1.

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$1.4
Dedicated Funding	\$0.6
Reimbursable	\$0.0
Debt	\$0.0

Cost (\$M)

Investments	
FY21 Forecast	\$1.8
Planned Investments	
FY22	\$2.0
FY23	\$5.0
FY24	\$5.0
FY25	\$5.0
FY26	\$5.0
FY27	\$5.0
6-Year Total (FY22-FY27)	\$27.0
10-Year Total (FY22-FY31)	\$52.1
Beyond FY31	On-Going

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 install new fans in ventilation shafts to improve Metro's compliance with National Fire Protection Association (NFPA 130) standards. The pilot will be implemented on the Red Line between Woodley Park through Cleveland Park Metrorail Stations. If successful, the project will serve as a proof of concept for future designs across the Metrorail System and will be used to update Metro's ventilation design criteria.



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will perform a pilot and evaluation to provide additional fan capacity for smoke management in cases of emergencies on the Red Line between Cleveland Park and Woodley Park Zoo stations.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$5.3
FY21 Forecast	\$0.4
Planned Investments	
FY22	\$29.6
FY23	\$27.9
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$57.5
10-Year Total (FY22-FY31)	\$57.5
Beyond FY31	\$0.0
Total Estimated Investment	\$63.2

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.9
Dedicated Funding	\$4.2
Reimbursable	\$0.0
Debt	\$24.5

Fiscal Year	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Development and Evaluation											
Implementation/Construction	X	X	X								
Operations Activation			X								

Structural Rehabilitation – Package B (CIP0370)

Initiative Type: Project

Mode: Rail

Category: Track and Structures Rehabilitation

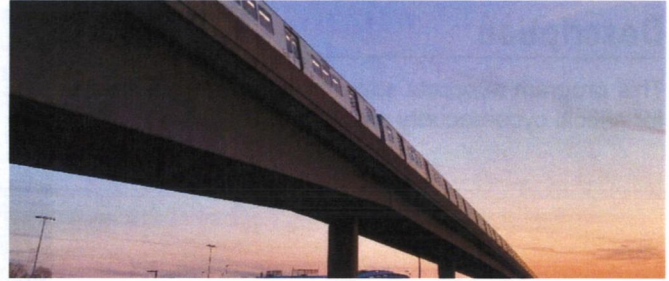
Program: Structures

Location: Systemwide

Federal Participation (all years): Yes

Description

This project rehabilitates bridges and aerial structures.



Expected Outcome

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

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will design and contract for the repair of approximately 21 bridges: 1) Orange Line 495 Aerial, 2) Greenbelt Station Outer Loop Ramp Bridge 3) Greenbelt Inner Loop Aerial, 4) Greenbelt Station Bridge #1, 5) Route 7 Bridge, 6) Route 7 Ramp Bridge, 7) E-Line CSX Bridge 8) Greenbelt Station Beltway Crossing Bridge 9) Berwyn Rd. 10) Frederick Ave. Pedestrian Bridge 11) Dunn Loring Pedestrian Bridge 12) Vienna Station-North, 13) Vienna Station-South Pedestrian Bridge, 14) West Falls Church Station Pedestrian Bridge, 15) Park Rd. Bridge, 16) Aspen St. Bridge, 17) Georgia Ave. Bridge, 18) Piney Branch Rd. Bridge, 19) Riggs Rd. Bridge, 20) Van Buren St. Bridge, 21) Westmoreland St. Bridge.

Cost (\$M)

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$2.1
PRIIA/RSI Grants	\$0.0
System Performance	\$0.6
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$0.0
FY22 Forecast	\$0.0
Planned Investments	(\$M)
FY23	\$2.7
FY24	\$44.9
FY25	\$29.8
FY26	\$13.1
FY27	\$0.0
FY28	\$0.0
6-Year Total (FY23-FY28)	\$90.5
10-Year Total (FY23-FY32)	\$90.5
Beyond FY32	\$0.0
Total Estimated Investment	\$90.5

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

Station Revitalization (CIP0372)

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

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

Description

This project will replace station systems including fire alarm systems, closed circuit television cameras, public address systems, lighting, station tile, customer information digital displays, static station signage and wayfinding at 18 stations (Farragut West, Judiciary Square, Union Station, National Airport, Mt. Vernon Square, Smithsonian, Federal Center SW, L'Enfant Plaza, Waterfront, McPherson Sq, Federal Triangle, Metro Center, Farragut North, Gallery Place, Archives, Foggy Bottom, Rosslyn and Court House)



Expected Outcome

Improve customer safety, upgrade information systems, and maintain fire and life safety assets in a state of good repair.

Strategic Drivers



Safety



Security



Reliability/SGR

Near Term Deliverables

Design and initiate contracting for these improvements.

Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY22)	\$0.0
FY22 Forecast	\$0.0
Planned Investments	(\$M)
FY23	\$8.2
FY24	\$45.4
FY25	\$53.7
FY26	\$61.0
FY27	\$62.6
FY28	\$54.9
6-Year Total (FY23-FY28)	\$285.8
10-Year Total (FY23-FY32)	\$300.0
Beyond FY32	\$0.0
Total Estimated Investment	\$300.4

Anticipated Funding Sources (\$M)

FY23 Funding Source(s)	(\$M)
Federal Grants	\$7.5
PRIIA/RSI Grants	\$0.0
System Performance	\$0.7
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

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