

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Capital Improvement Program Progress Report

Fiscal Year 2024 Quarter 2



Published February 2024

Metro's Capital Improvement Program

Metro's FY2024-FY2029 Capital Improvement Program (CIP) totals \$14.4 billion with funding from the federal government, state and local contributions, and other sources. Metro's FY2024 capital budget was approved by the Board of Directors on April 14, 2023, and amended by the Board on June 22, 2023 for a total authorized expense budget of \$2.4 billion.

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

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

Reporting Requirements

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

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

Capital Funding Agreement

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

Dedicated Funding Agreements

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

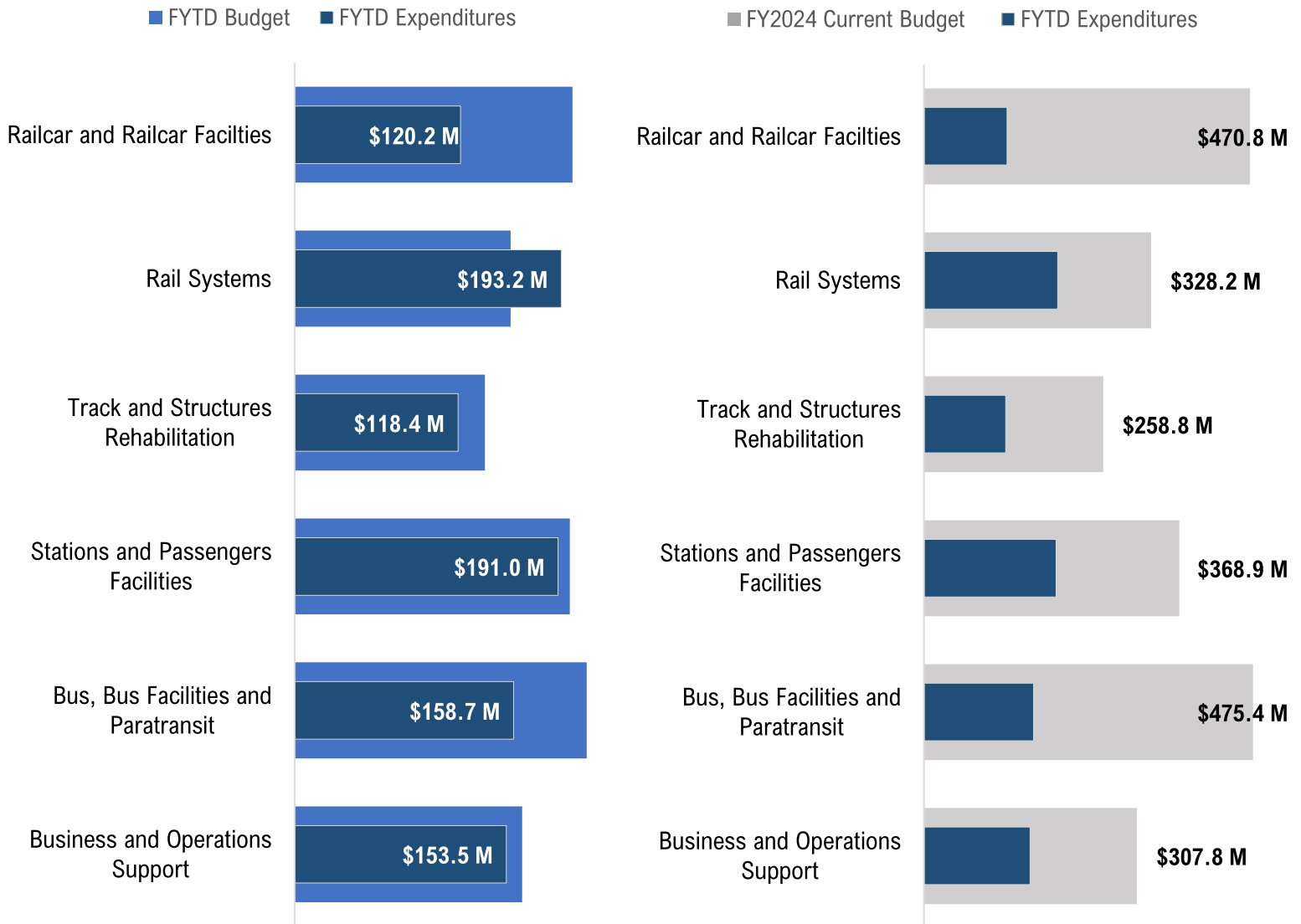
TABLE OF CONTENTS

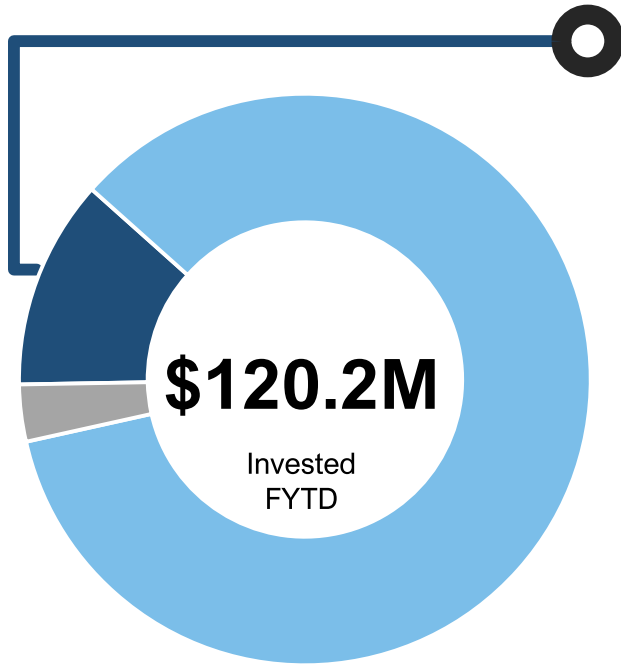
| Section | Page |
|---|-----------|
| Capital Improvement Program | 4 |
| Railcar and Railcar Facilities Investments | 5 |
| Rail Systems Investments | 7 |
| Track and Structures Rehabilitation Investments | 9 |
| Stations and Passenger Facilities Investments | 12 |
| Bus, Bus Facilities and Paratransit Investments | 15 |
| Business and Operations Support Investments | 17 |
| Real Estate Update | 18 |
| Sustainability Update | 19 |
| Federal Awards Update | 21 |
| Table 1: Capital Program Financials by Investment Category | 25 |
| Table 2: Capital Program Financials and Adjustments by Project | 26 |
| Table 3: Source of Funds (Budgeted vs. YTD Actual) | 33 |
| Table 4: Capital Program Cash Expenditures by Fund Source | 34 |
| Table 5: Receipt and Utilization of Jurisdictional Contributions | 38 |
| Table 6: Capital Budget Adjustments | 39 |
| Table 7: Procurement Actions | 43 |
| Appendix 1: Project Pages | * |

CAPITAL IMPROVEMENT PROGRAM

Metro has invested \$935 million in the Capital Improvement Program through Q2.

The capital improvement program for FY2024 addresses existing needs while also aiming to prevent the creation of new backlogged needs. This program is focused on advancing projects that enhance the state of good repair, reliability, and customer experience, all while prioritizing safety.





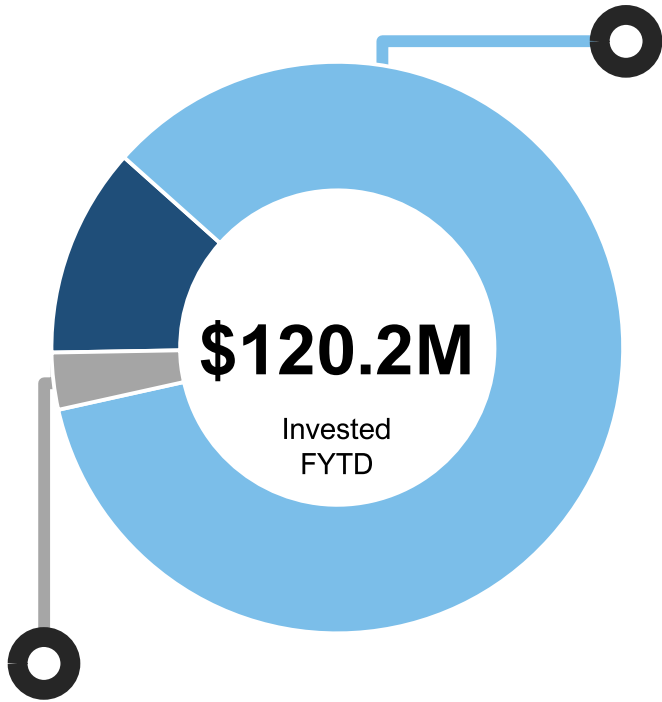
Acquisition – \$14.3M

The design phase of the 8000-series railcar project continues but with challenges to the schedule due to scope changes within the project. These modifications include the open gangway system and the enterprise video system (EVS) requirements with Hitachi. This has caused a schedule adjustment for several milestones that were expected in FY2024 such as approval of the master test plan and overall system functional description.

Many software and infrastructure upgrades were made to support the 7000-series railcars. The Cybersecurity Hardware Implementation has progressed into Phase 2, building on the achievements of Phase 1, with conceptual software design nearing completion. Plans for upgrades and power consumption reduction in TrackIT software are scheduled for the upcoming quarters, aiming to enhance efficiency and performance. The Network Video Recorder (NVR) upgrade is in-progress, with the finalization of the purchase requisition, reflecting a commitment to modernizing and improving video recording capabilities. The ongoing buildout of the Simulator room at Carmen Turner Facility (CTF) and HVAC installations for specific locations demonstrate the dedication to creating optimal training environments. Continued efforts in the Inter-car barrier project, expected to ramp up at the end of FY2024 or beginning of FY2025, highlight the commitment to enhancing safety measures and design innovations in the Metro system.



Pictured: Hitachi, Metro's vendor for the 8000-series railcars, stated that the 300,000-square-foot facility about 70 miles northwest of Washington will be its main railcar factory in North America.



Maintenance Facilities – \$3.9M

In Q2, WMATA made a strategic shift in its approach to the Design Build Contract for the Heavy Repair and Overhaul Facility. The contract was terminated for convenience in December 2023. A Limited Notice-to-Proceed was issued to an on-call consultant to perform a value engineering exercise to assess the feasibility of reusing the existing warehouses for the project.

In the second quarter, planning efforts are underway for the Cable Trough Rehabilitation at West Falls Church, with a focus on assembling a cost-effective package. Additionally, the Greenbelt Yard Sewer Ejectors project's design has been completed, and the paint shop design has been added as additional scope to the contract for FY2024. Planning for the construction package for the Sewer Ejector Project is ongoing, with a Request for Proposal (RFP) for construction expected in February 2024.

Maintenance & Overhaul – \$102.1M

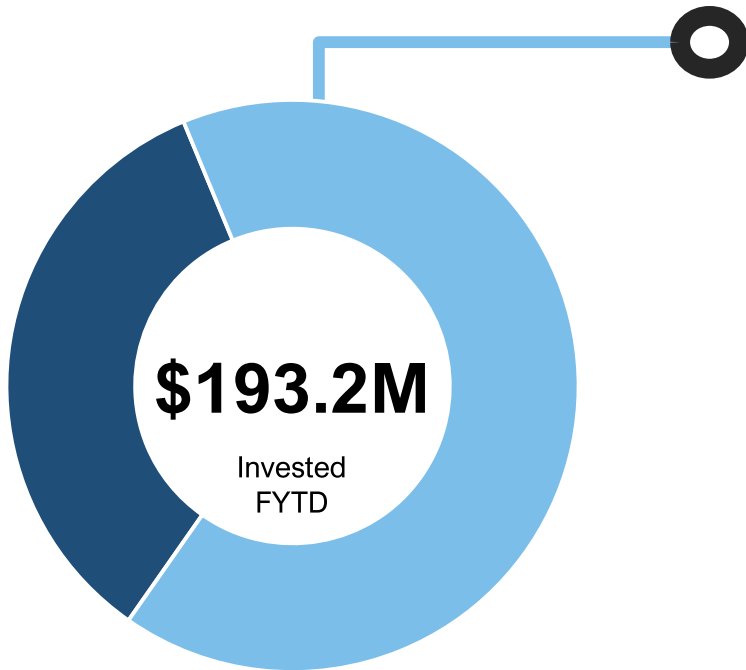
Scheduled maintenance on the 2000-series railcars is delayed due to a lack of HVAC parts. The Wheelset Replacement program for the 7000-series had been on hold since July 2023; WMSC agreed with the revised safety plan and production restarted during September 2023. Completion of the entire fleet is projected to take three years.

The FY2024 goals for 3000-series and 7000-series Scheduled Maintenance Program (SMP) were updated to reflect schedule changes. The 6000-series SMP is completed. Two married pairs remain to be completed under the coupler campaign.

| Railcar Series | FY2024 Rehabilitation Plan | FYTD Progress |
|---------------------------|----------------------------|---------------|
| 2000 | 40 | 14 |
| 3000 | 36 | 0 |
| 6000 | 6 | 2 |
| 7000 | 36 | 0 |
| 7000 Wheelset Replacement | 168 | 24 |

Regular and ongoing preventive maintenance of the rail fleet, including weekly, monthly, and semi-annual inspections, repairs, and upgrades, is anticipated to increase availability and performance of railcars. During Q2, work included wheelset replacement on 28 cars in the 7000-series fleet. Further details on the reliability of the rail fleet can be found in Metro's Performance Report.

In Q2, civil engineering work continued at East Falls Church for the Automatic Wayside Inspection System (AWIS) project. The goal of installing the AWIS during Q2 was not met and installation is now expected in Q3.



Signals & Communications – \$127.4M

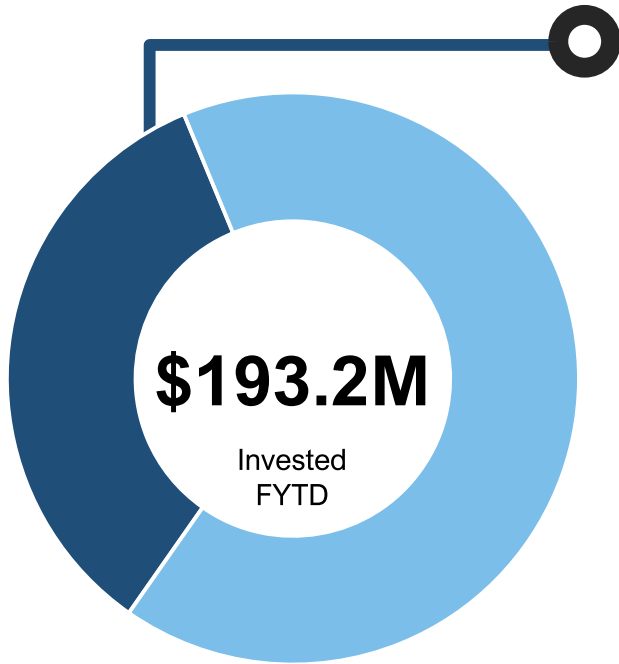
In Q2, Metro continued its efforts in the radio system upgrade project. The focus included the completion of rough-ins at 68 station locations within the underground system, contributing to the enhancement of communication infrastructure across the transit network. The contract for fiber optic cable installation is currently 35 percent complete. This project replaces outdated copper wiring throughout the system to modernize infrastructure and supports the radio system upgrade project.

Metro has been working towards a Grade of Automation Level 2 for train operations. In Q2, Metro completed Red Line Integrated Testing for Automatic Door Operation (ADO) with zero safety issues and passed all safety critical tests. The WMSC approved the use of ADO in passenger service, and Metro integrated the system into operations on the Red Line during Q2. The technology works by opening the doors after the train has come to a complete stop and is projected to save 10-15 seconds per stop.

Materials were received for the Emergency Trip System Distributed Input/Output Controllers. Due to limited resources, the Period of Performance will be extended.



| Asset | FY2024 Plan | FYTD Progress | Completion Percentage |
|---|-------------|---------------|-----------------------|
| SOGR Switch Replacement (Switch Machines) | 25 | 12 | 48% |
| SOGR Cable Replacement (Cables) | 36 | 22 | 61% |
| SOGR High-Current Bond Installation (Bonds) | 25 | 9 | 36% |
| SOGR Cable Meggering (Locations) | 45 | 15 | 33% |



Power – \$65.8M

Upgrades to the rail power system will allow the operation of more eight-car trains in passenger service, minimize potential speed restrictions and reduce the risk of safety incidents.

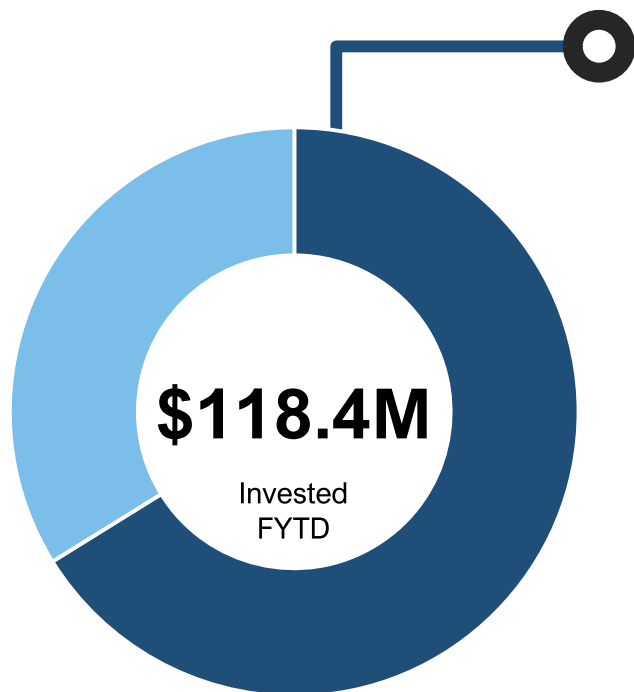
In Q2, WMATA’s State of Good Repair (SOGR) Cable Additions & Replacements project progressed with 8,657 linear feet of cable installations, including meggering 416 cables. Additionally, the project continued construction at Alexandria Yard traction power station; delivered DC Switch Gear to Rockville and Medical Center tie breaker stations; and supplied AC Switchgear, Rectifiers, Negative Switchboard, and Bus Duct to Shady Grove traction power station. These efforts are aimed at enhancing the electrical infrastructure and ensuring the reliability of Metro’s systems.

Metro successfully completed a procurement package for 19 generator locations. The advertisement for the solicitation is scheduled for the end of January, with award now expected in Q3.

| Asset | FY2024 Plan | FYTD Progress | Completion Percentage |
|--|-------------|---------------|-----------------------|
| SOGR Cable Installations (LF) ¹ | 16,000 | 54,347 | 340% |
| Cable Meggering | 2,000 | 1,009 | 50% |
| Uninterruptable Power Supply Replacement | 33 | 16 | 48% |

1. LF – Linear Feet; Cable installations exceeded expectations due to extra track availability afforded by the Orange and Green line shutdowns. 4,000 LF per quarter is typically replaced. All cable installations (replacements and additions) were completed under CIP0253 and are included in this line.

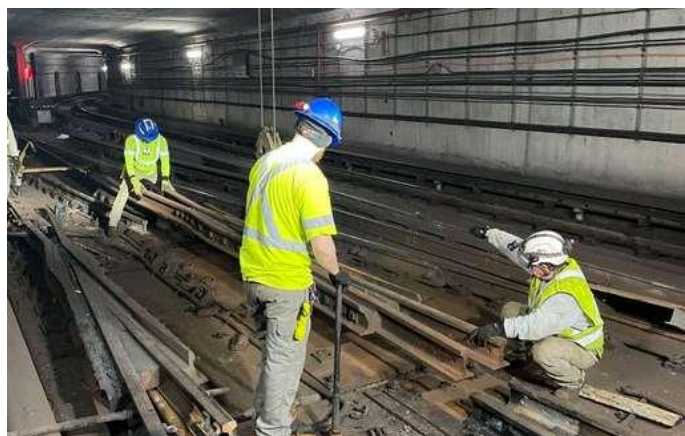
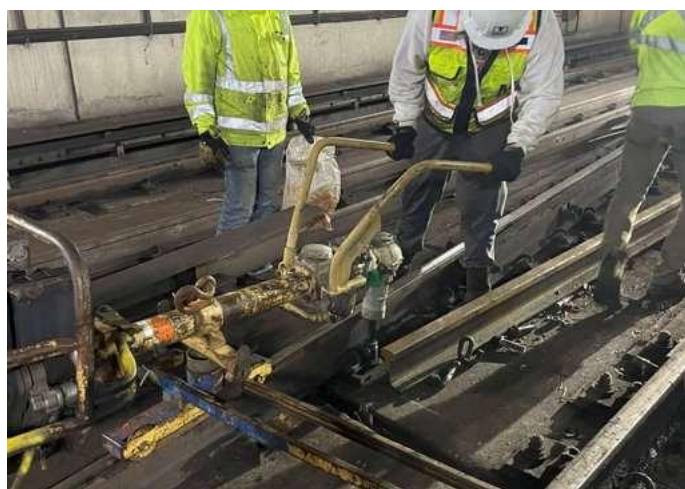
TRACK AND STRUCTURES REHABILITATION



Fixed Rail – \$78.4M

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

In the second quarter, the rehabilitation efforts encompassed the completion of 2,656 linear feet of grout pads, effectively addressing 261 station and tunnel leaks. Additionally, 2,893 cross-ties were installed to enhance the overall stability and functionality of the tracks. The initiative also involved the replacement of 2,461 track fasteners and the installation of 1,021 new third rail insulators, contributing to the maintenance and reliability of the track infrastructure. Renewal efforts extended to 9,068 linear feet of rail, ensuring the longevity and efficiency of the track system. Track surfacing activities covered an extensive 24,987 linear feet, enhancing the overall quality and smooth operation of the tracks. Beyond these track-specific improvements, essential vegetation herbicide cutting was carried out to maintain track safety and cleanliness, contributing to a secure operational environment. Increased drainage rodding capacity was a crucial focus, addressing trackside flooding and mitigating debris accumulation. This step is vital in maintaining optimal track conditions.



TRACK AND STRUCTURES REHABILITATION (CONTINUED)

Track Rehabilitation Work by Component Activity

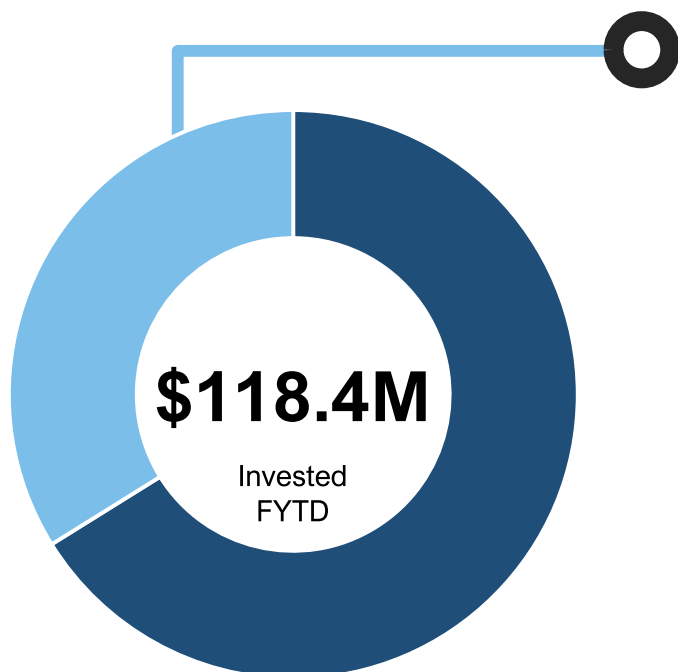
| Component Activity | FY2024 Plan | Total FYTD Complete | Completion Percentage |
|--|-------------|---------------------|-----------------------|
| Crossties Replaced | 9,000 | 5,747 | 64% |
| Third Rail Insulator Replacement | 3,200 | 2,203 | 69% |
| Joint Elimination | 500 | 347 | 69% |
| Running Rail Renewal | 89,544 | 28,377 | 32% |
| Third Rail Rehabilitation ¹ | 5,000 | 560 | 11% |
| Track Stabilization | 400 | 200 | 50% |
| Turnouts Rehabilitated ² | 4 | 0 | 0% |
| Track Fasteners Replaced | 10,000 | 4,796 | 48% |
| Track Surfacing ³ | 90,000 | 87,104 | 97% |

1. Third Rail Rehabilitation was unable to complete third rail rehabilitation during the A03-B03 shutdown due to staff being assigned to other activities such as running rail, joint elimination, and track fasteners.
2. Turnouts scheduled for FY2024 Q2 and Q3
3. Track afforded additional opportunities to complete Track Surfacing during FY2024 Q1.

Structures Rehabilitation Work by Component Activity

| Component Activity | FY2024 Plan | Total FYTD Complete | Completion Percentage |
|--|-------------|---------------------|-----------------------|
| Concrete Restoration (SF) ¹ | 1,250 | 696 | 56% |
| Deck Joint Replacement (LF) | 450 | 242 | 54% |
| Drain Rodding (LF) ² | 50,000 | 77,397 | 155% |
| Grout Pad Rehabilitation (LF) ³ | 8,500 | 2,934 | 35% |
| Leak Mitigation | 2,000 | 619 | 31% |
| Track Bed Cleaning (LF) | 300,000 | 190,002 | 63% |
| Track Signage Replaced | 300 | 473 | 158% |

1. SF – Square Feet; Structures is now on target to meet this annual goal due to concrete restoration performed under the A03-B03 Extended Shutdown during Q2.
2. Structures afforded additional opportunities to complete Drain Rodding during E-route summer shutdown and multiple RSA events on the A-Route and G-Route.
3. Grout pad rehabilitation to be increased on the C-Route and D-Route during Q3.

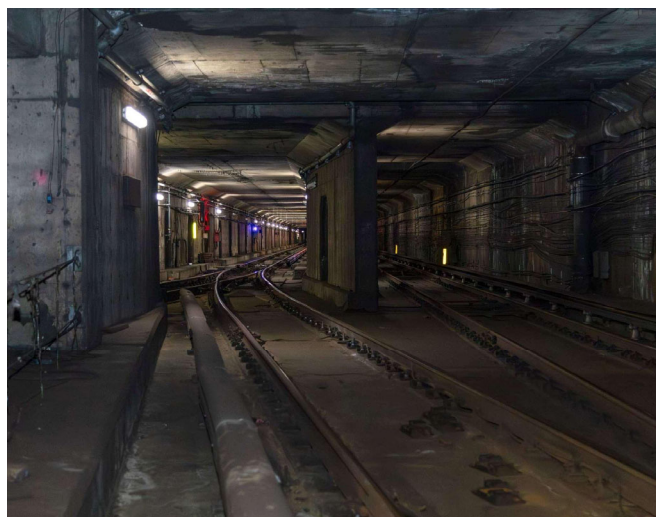


Structures – \$40.1M

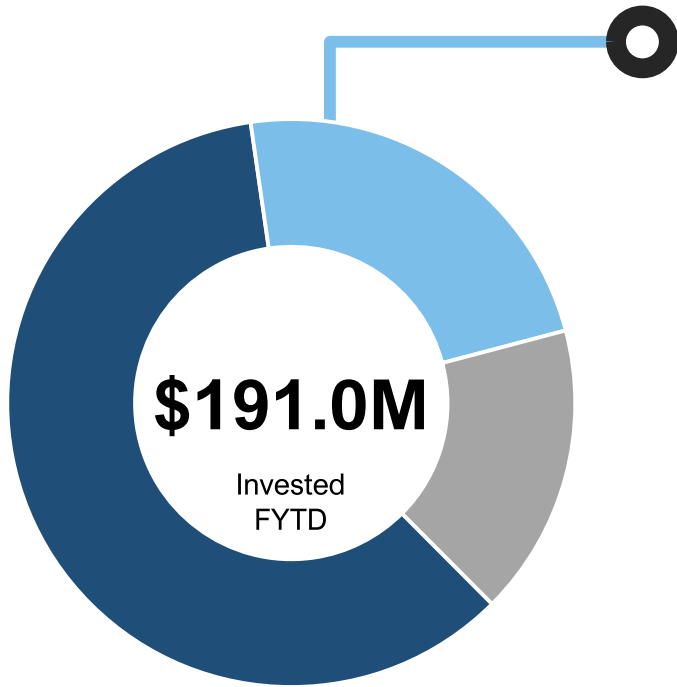
In Q2, tunnel water leak mitigation work was completed on the Red Line between Silver Spring and Forest Glen stations and the monitoring period commenced. During the monitoring period, Metro will periodically check the work that was completed to ensure the grouting is effective and long lasting. Leak mitigation work started on the Red Line between Tenleytown-AU and Friendship Heights stations.

In Q2, significant progress was made in the Tunnel Vent - Red Line Pilot project. Key achievements include the approval of Information for Construction (IFCs), completion and approval of SCADA (Supervisory Control and Data Acquisition) design, and advanced integration planning. Additionally, a task order with WABTEC for connectivity to the Rail Operations Control Center (ROCC) was approved, and feeder replacements at Cleveland Park and Woodley Park were addressed by PEPCO, with the latter delayed due to weather issues and is yet to be rescheduled. Concrete masonry wall construction, installation of handrails and ships ladders, and multiple deliveries of electrical gear were notable accomplishments. Moreover, generators were installed at Woodley Park, with testing underway, and security improvements made to both generators. Fans, dampers, and electrical equipment are staged and ready for site delivery in Q3.

In Q2, the Shaft Structural Rehabilitation project reached procurement milestones such as approving a total project cost for the rehabilitation of six ventilation shafts along the Red and Blue Lines.



STATIONS AND PASSENGER FACILITIES



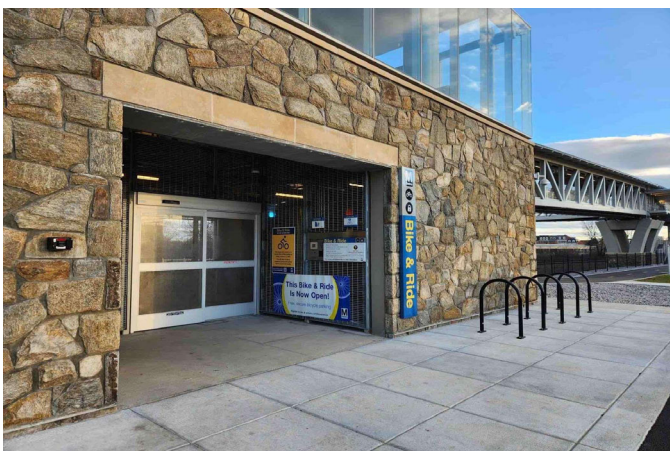
Platforms & Structures – \$44.3M

Solar panel arrays at the Anacostia and Southern Avenue stations were completed and energized in Q2. Cheverly station parking lot canopies and solar are complete, with some electrical construction and paving remaining. The bike parking equipment contract is under review and has been postponed. Metro continues to work to improve non-vehicular access to stations by improving bicycle storage and both bicycle and pedestrian access routes.

Metro continues to advance the station entrance canopy upgrades that will protect escalators from weather exposure and increase reliability. Currently, three locations (Judiciary Sq., Archives, and Smithsonian) are undergoing retaining wall modifications.

In Q2, WMATA sustained its commitment to station rehabilitations and restroom renovations. Facilities in Largo, Bethesda and Cleveland Park were rehabilitated. The restroom renovation project marked completion for Waterfront, Minnesota Ave., Glenmont (Employee), and Wheaton. The current phase involves renovations at Crystal City, Pentagon, Glenmont (Customer), Huntington, Addison Road, College Park, Grosvenor-Strathmore, and Twinbrook, with an anticipated completion in Q3.

Under the Parking Garage & Surface Lot Rehabilitation Program, parking garage rehabilitation was completed at Wheaton garage and is nearing completion at Addison Road. Work commenced at Huntington station.



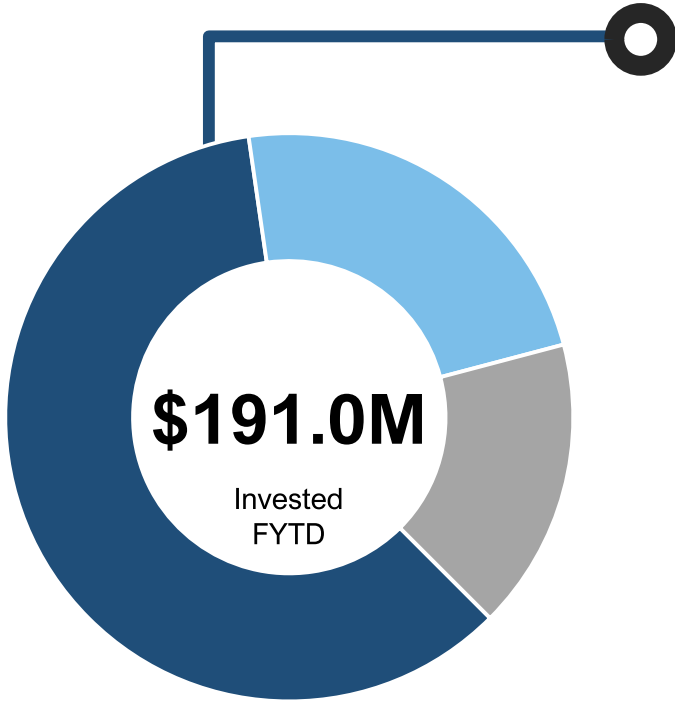
Station Systems – \$115.0M

Metro continues to install higher 'saloon style' faregates designed to reduce fare evasion throughout the Metrorail system. In Q2, 10 stations were updated with the higher gates.

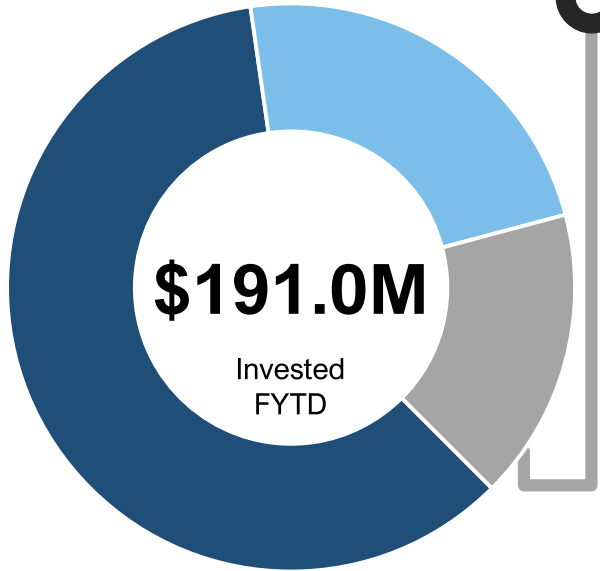
The project to update fareboxes throughout the Metrobus system is progressing ahead of schedule, with about 65 percent of planned installations completed. In addition to the modernized fareboxes, Metro is installing fareboxes at the rear entrance of buses. This initiative will support back-door boarding, which has been rolled out on 100 buses on eight routes so far and is anticipated to increase efficiency in boarding processes.

Work continued on platform edge lighting at Mt. Vernon Square, Gallery Place, and Archives. Work at U Street and Columbia Heights is projected to start in Q3 of FY2024. Escalator incline lighting was completed at Courthouse and work performed at several other stations in the system included replacing incorrect illumination angle lights and providing spare fixtures.

During Q2, the improvement of station signage and information displays continued with the completion of Passenger Information Displays (PIDs) at three major transfer stations: L'Enfant Plaza, Metro Center, and Gallery Place. These upgrades make Metro more accessible and easier to navigate for the many passengers the system serves each day. Furthermore, 40 screens were successfully delivered, anticipating the repurposing of existing phone booths.



Pictured: Updated 'saloon style' faregates



Vertical Transportation – \$31.7M

In Q2, eight escalators were replaced throughout the system. Three escalators at Tenleytown were replaced, two at Grosvenor-Strathmore, and one each at Dunn Loring, Silver Spring, and Farragut North. One overhaul was completed in Q2 at Hyattsville.

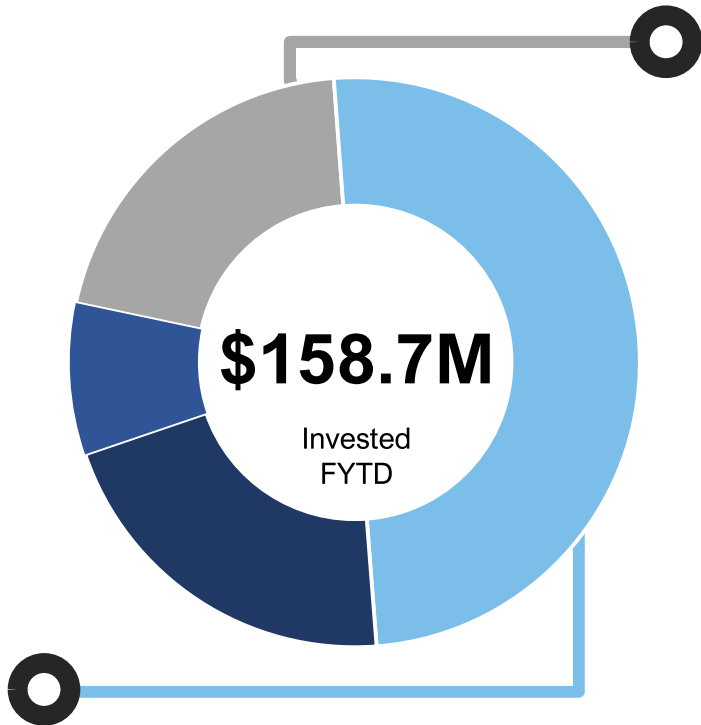
These investments support performance goals by providing dependable and comfortable vertical transportation experience for our customers.

| Activity | FY2024 Plan | FYTD Progress | Completed in Contract | Remaining in Contract |
|-----------------------------------|-------------|---------------|-----------------------|-----------------------|
| Elevators Rehabilitated | 3 | 1 | 101 | 1 |
| Escalators Overhauls ¹ | 0 | 4 | n/a | n/a |
| Escalators Replaced | 33 | 15 | 64 | 66 |

1. Metro cancelled the escalator rehab contract in Q4 FY2023 and moved escalators to the overhaul or replacement programs based on need.



BUS, BUS FACILITIES AND PARATRANSIT



Acquisition – \$32.5M

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

| Bus Type | FY2023 Order | FY23 Delivered | FY24 Progress |
|-----------------------------|--------------|----------------|---------------|
| Clean Diesel 40-ft. | 100 | 54 | 41 |
| Battery Electric Bus 60-ft. | 2 | 1 | 1 |

Metro continues to prioritize the Zero-Emission Bus program to reach organizational and regional emission reduction goals. Following the introduction of Metro’s first two 60-foot battery-electric buses into revenue service in Q2, Metro expects deliveries of 10 additional electric buses in FY2024-2025.

Metro has received all 41 of the 41 expected buses for FY2024. Delays in the delivery timeline (FY2019 – FY2023 bus procurement) were primarily caused by vendor quality issues and challenges related to parts, impacting the receipt of the remaining buses. The procurement process for the next five-year contract for bus replacements is underway.

In Q2, a contract was awarded for 50 Next Generation Vehicles for MetroAccess. The 404 minivan vehicle package passed a Buy America audit and is expected to be awarded in Q3 of FY2024.

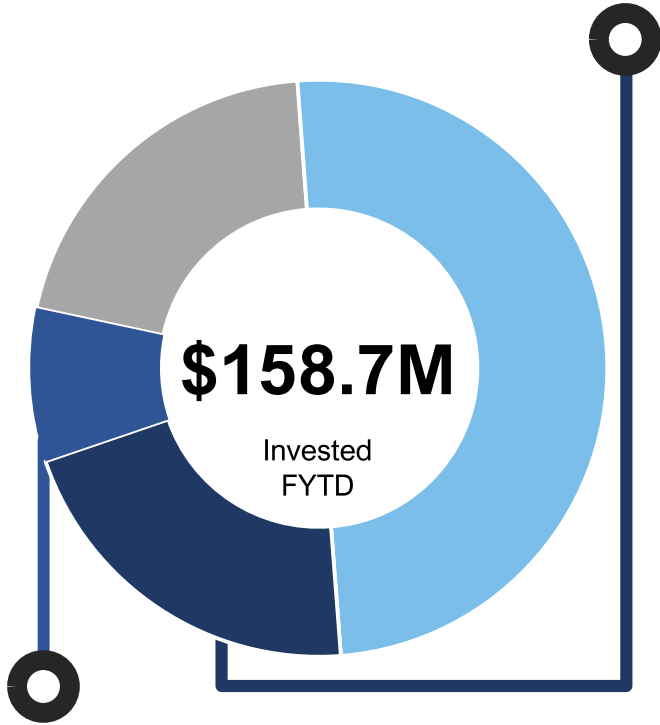
Maintenance Facilities – \$79.2M

Foundation work for the Maintenance Building at Bladensburg Bus Garage is in progress. The completion date for Shepherd Parkway bus garage was pushed out to Q3 of FY2024. Demolition work at Northern Bus Garage is ongoing.

Final review of the design for Four Mile Run Bus Garage rehabilitation was completed. The next phase of development is for a priority repair list to be completed based on the design and need.

During Q2, the Western Bus Garage project saw the continuation of existing task orders, focusing on concept design updates, environmental analysis (NEPA), and the historical review process. Efforts are actively underway to secure and maintain the location, demonstrating a commitment to progressing through the various stages of the project.





Passenger Facilities & Systems – \$13.6M

In Q2, 54 ePaper and 40 LED signs were installed at bus stops. Fifty signs and brackets were delivered, and 16 were fully installed. Additionally, a contract was awarded for the supply and installation of 32 bus shelters at four bus loop locations, including Rhode Island Ave, Fort Totten, Addison Rd, and Brookland. College Park purple line bus shelters have been procured, furnished, and installed.

System acceptance of camera systems on 140 buses were completed for Bus Priority Clear Lanes Program. DC began enforcement of almost 1,400 bus stop zones during Q2 of FY2024. In Q3, the enforcement area will be expanded to bus lanes. This expansion is an effort to ensure that priority lanes will remain clear of traffic so that passengers can have a smoother, more efficient trip.

Maintenance & Overhaul – \$33.3M

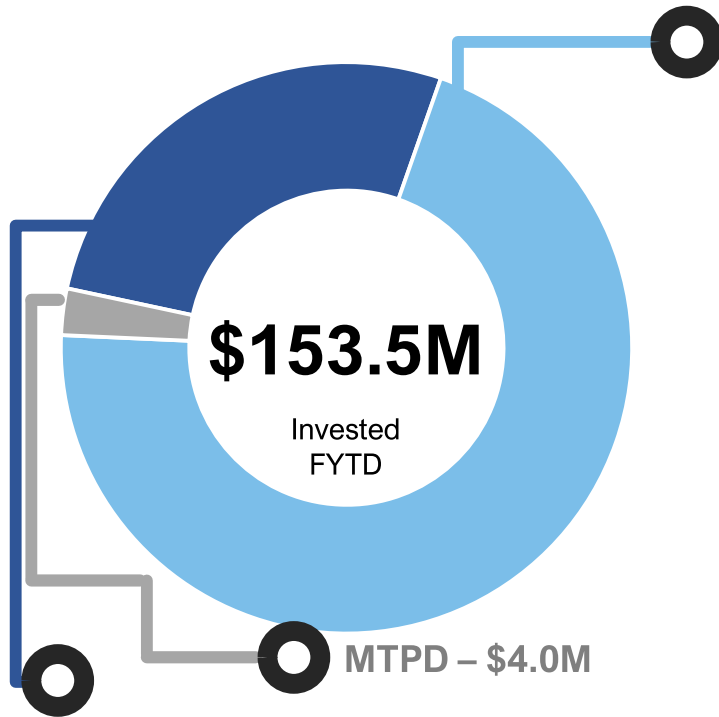
Bus maintenance and overhaul investments are focused on maintaining the reliability and safe operating condition of equipment, as well as achieving the maximum useful life of the assets.

In Q2, a total of 17 bus rehabilitations, 31 engine assemblies, 30 transmission assemblies, and 19 fare boxes were completed. Two energy storage systems were received, bringing the total to 33 and marking an achievement of 100 percent of the goal for the fiscal year.

In Q2, delays were experienced during the addition of an anti-static product to the training area floors and the implementation of additional room upgrades for the simulators. However, progress has been made with the completion of purchases for hand tools, diagnostic equipment, and other necessary work related to equipment upgrades.

Clever Devices has continued installation on the bus fleet across the Metrobus system. The contract will upgrade on-bus hardware and software to the most current versions, enabling real-time schedule changes, infotainment, turn-by-turn operator directions, enhanced data access, and dashboards.

| Asset | FY2024 Plan | FYTD Progress | Completion Percentage |
|-------------------------|-------------|---------------|-----------------------|
| Bus Rehabilitations | 100 | 40 | 40% |
| Energy Storage Systems | 33 | 33 | 100% |
| Engine Assemblies | 120 | 54 | 45% |
| Fare Boxes | 140 | 41 | 29% |
| Transmission Assemblies | 150 | 65 | 43% |



Support Equipment & Services – \$108.0M

Two contracts for non-revenue service fleet vehicles are currently pending award, covering the procurement of 26 Electric Sedans and six Wreckers for FY2025. Additionally, Metro anticipates the purchase of 43 vehicles in FY2024, consisting of 36 Service Support vehicles and seven passenger vehicles. The projection is that all 43 vehicles will be delivered by June 2024.

A design was completed for storage tank replacement at New Carrollton, Greenbelt, and Glenmont rail yards. Design, construction cost estimate, and schedule was completed for pollution prevention at track refueling areas.

In Q2, repair activities and upgrades continued at various non-revenue facilities. Issues with computer room air conditioning was identified in the data center and mitigation options are being explored. Metro has undertaken a project to improve rail station emergency egress and first responder access in the case of an emergency, with submission of 60 percent of design and various site visits in support of the emergency egress project. This aligns with strategic goals of safety and service excellence.

In Q2, Metro continued its efforts on various roof and skylight replacement projects. The Roof & Skylight Replacement at the Glenmont Bus Bay Canopy progressed significantly, entering Phase 4 after completing Phase 3. The current completion date is anticipated for Q3, with an 80 percent completion status. Active work continued on the power facilities at various locations. The completion date has been extended to March 2024, with eight out of 11 locations complete.

Information Technology (IT) – \$41.5M

At the Virginia Eisenhower office, the focus has shifted to developing a detailed scope for the labs cabling at this location. This involves assessing the amount of cabling required to connect various servers from each group to the existing WMATA network. The labs are crucial for testing new IT products, concepts, or vendor-proposed solutions. The testing conducted in these labs includes applications testing and vulnerability and penetration scanning to ensure the security of the WMATA network.

The ongoing efforts in IT Hardware upgrades and expansion continued in Q2. The completion of the purchase of Dense Wavelength Division Multiplexing (DWDM) amplifiers for the Storage Area Network (SAN) is a notable achievement, addressing attenuation challenges in the dark fiber between the Carmen Turner Facility and the Equinix platform.

REAL ESTATE UPDATE

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

Joint Development

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

- **Huntington:** In Q2, a more cost-effective site plan was completed. Metro is seeking an agreement with Fairfax County on its share of costs to implement the plan.
- **Grosvenor-Strathmore:** Phase 1 construction is underway for multifamily housing, public park, and other related infrastructure. A WMATA-owned Bike & Ride Facility with capacity for 100 bikes was delivered in Q2.
- **New Carrollton:** A second multifamily building (The Margaux) is under construction, with expected completion in Spring 2024. WMATA garage construction is ongoing.

Acquisitions

- **Western Bus Garage:** In September 2023, the court awarded the property to WMATA. The Department of Justice (DOJ) is working on final compensation through the court as prior owner is contesting value. Metro relocated bus driver employee parking to the site in November 2023 and terminated the private parking lease.



Washington Metropolitan Area Transit Authority
10-Year Strategic Plan
for Joint Development



OFFICE OF REAL ESTATE AND PARKING

2022

Dispositions

- **Southern Avenue Parcel C:** Metro closed on the sale of a 6-acre property near Southern Ave for \$440,000 and agreed upon the tunnel easement.

Incidental Use

- **Rail Station ATMs:** A license agreement was executed in June 2023 for a new station ATM vendor. WMATA and the vendor are partnering to install ATMs.

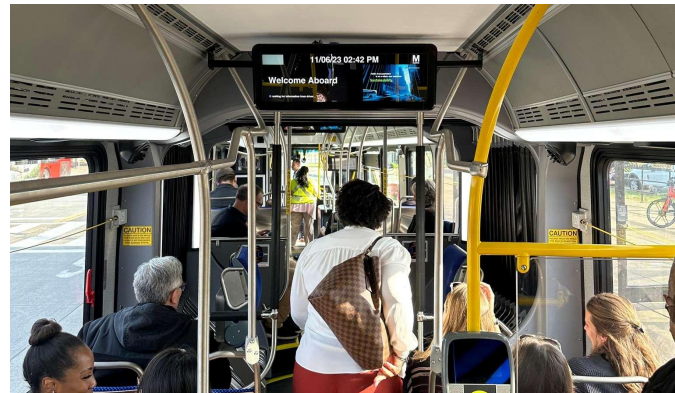
Energy Action Plan

Metro continues to increase energy efficiency, contain operating costs, modernize operations, promote innovation, and help the region meet its decarbonization and sustainability goals through implementation of the [Energy Action Plan](#). Recent project highlights include:

- Energized solar carports at Anacostia and Southern Avenue in FY2024 Q2. Completed construction of solar canopies at Cheverly in Q2. Anticipate energizing Naylor Rd and Cheverly by end of FY2024. The [solar carport program](#) uses an innovative lease agreement to provide 10 MW of community solar to the region, annual revenue to Metro, and station improvements to customers. When operational, the carports will generate enough clean electricity to power 1,100 homes annually – making it one of the largest community solar projects in the Mid-Atlantic and the nation
- Received LEED Platinum certification for the L'Enfant Headquarters from the U.S. Green Building Council – building facilities to these standards increase cost efficiency and reduce carbon emissions
- Initiated operation of controlled traction power rectifiers on Blue Line – reducing energy consumption and improving operational performance of traction power system



Pictured: Solar carports at Cheverly Metrorail Station



Pictured: One of Metro's new 60-foot electric buses

[Zero-Emission Bus Program](#)

In 2023, Metro developed its first Zero-Emission Bus (ZEB) Transition Plan. Based on this plan, Metro accelerated its goals to transition to a 100 percent ZEB fleet by three years - to 2042. Recent accomplishments include:

- In August 2023, FTA awarded a \$104 million grant to Metro to support the conversion of Cinder Bed Road bus division to a fully battery-electric bus facility in partnership with Fairfax County; the purchase of battery-electric buses for the region; and workforce training
- First two 60-foot battery-electric buses went into service on the W4 route from Anacostia to Deanwood in November 2023
- Advanced project work for conversion of Northern, Bladensburg, and Cinder Bed Road bus garages to support zero-emission buses

SUSTAINABILITY UPDATE (CONTINUED)

Service and Planning

- In December 2023, Metro launched 24-hour bus service in the District on 14 routes serving all eight wards. The service improved frequency after 9pm and extended hours for these routes between 2am to 4am, creating full 24-hour service.
- Celebrated the one-millionth customer at Dulles International Airport station on the Silver Line and the fifty-millionth mobile payment customer on the system.
- Through our Clear Lanes partnership, the District of Columbia began ticketing violators in bus stop zones in November 2023 with plans to expand to bus lanes in early 2024.
- Metro, working with our jurisdictional partners, has revised the Bus Visionary Network using the 8,100 comments received and has developed a draft Year One Network, which will be used to engage customers and stakeholders as the next step in the Better Bus Network Redesign.
- In December 2023, all-door boarding was launched on eight routes in the system, a change that is anticipated to decrease bus travel times.
- From July – September 2023 held a third round of public engagement on the Blue/Orange/Silver Corridor Capacity and Reliability Study, interacting with over 15,500 people and gathering over 5,000 survey responses.
- Metro Lift has 6,000 enrolled customers who are now taking 2,000 to 3,000 trips a day and have used the pass at all 98 rail stations and on over 100 bus lines.

Small, Women, and Minority-owned Business Programs

- Certified 36 new Minority Business Enterprises (MBE), 28 new Small Businesses (SBP), and 22 new Micro-Businesses (MBP)
- Hosted 2 virtual outreaches and attended 18 external outreaches to educate small minority- and women-owned businesses
- Exceeded the Federal fiscal year annual disadvantaged business enterprise goal of 21 percent – achieving 23.19 percent



Pictured: Metro Office of Procurement staff at outreach fair (July 2023)



FEDERAL AWARDS UPDATE

As of December 31, 2023, Metro had 24 active awards from the Federal Transit Administration (FTA) with a combined value of \$3.9 billion. This includes Federal Fiscal Year 2022 formula funding of \$1.2 billion American Rescue Plan Act (ARPA) Section 5307-WMATA Operating Assistance and \$120 million in ARPA Additional Assistance for WMATA Operations.

In Q2, Metro received reimbursements totaling \$269 million for projects that include, but are not limited to, assisting the operating budget revenue shortfall through the ARPA grant (through December 31, 2023), the purchase of new buses, the construction of new bus garages, and repairing station and track infrastructure.

Active FTA Awards as of 12/31/2023 (Dollars in Millions)

| Federal Award ID | Date of Award | Application Name | Federal Award | Drawn | Updated Balance | POP End Date |
|------------------|--------------------------|--|---------------|---------|-----------------|--------------|
| DC-2017-011 | 08/15/2017 | Track Inspector Location Awareness with Enhanced Transit Worker Protection ¹ | \$1.88 | \$1.88 | \$0.0 | 03/30/2024 |
| DC-2018-012-00 | 09/09/2018 | Bus Shelters Replacement | \$3.6 | \$0.0 | \$3.6 | 06/30/2024 |
| DC-2019-010-00 | 08/13/2019 | FFY2019 5307/5340 Formula Funding | \$215.5 | \$188.6 | \$2.86 | 03/30/2024 |
| DC-2020-007-00 | 05/27/2020 | FFY19 Section 5310 Metro Access Replacement Vehicles | \$0.9 | \$0.0 | \$0.9 | 01/30/2027 |
| DC-2020-010-01 | 07/10/2020 09/07/2021 | FFY20 5307 Bus Replacements & Rehabilitation, Bus & Rail Facility Improvements, and Rail Systemwide ATC & Propulsion Improvement | \$351.7 | \$314.9 | \$13.8 | 06/30/2024 |
| DC-2020-017-01 | 08/14/2020 09/09/2021 | FFY20 5337 Rail System Rehabilitation, Railcar Preventive Maintenance, Railcar Procurement and HRO Facility | \$319.7 | \$267.4 | \$26.4 | 09/30/2024 |

Note: Drawn numbers are from inception through 12/31/2023

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

FEDERAL AWARDS UPDATE (CONTINUED)

Active FTA Awards as of 12/31/2023 (Dollars in Millions)

| Federal Award ID | Date of Award | Application Name | Federal Award | Drawn | Balance | POP End Date |
|------------------|---------------|--|---------------|----------|---------|--------------|
| DC-2021-003 | 03/08/2021 | FFY2020 5339 (c) Low-No Metrobus Zero-Emission Fleet Program | \$4.5 | \$2.8 | \$1.3 | 06/30/2024 |
| DC-2021-008 | 05/19/2021 | WMATA FFY19 Section 5312 Public Safety Pilot Study | \$0.2 | \$0 | \$0.2 | 09/30/2024 |
| DC-2021-012 | 08/17/2021 | FFY2021 5312 COVID-19 Research and Demonstration Project | \$0.6 | \$2 | \$0.4 | 06/30/2024 |
| DC-2021-014 | 09/01/2021 | FFY2021 5339 Bladensburg Bus Garage | \$21.7 | \$17 | \$4.8 | 12/30/2027 |
| DC-2021-015 | 08/13/2021 | ARPA Section 5307 - WMATA Operating Assistance | \$1,208.9 | \$946 | \$263 | 12/30/2024 |
| DC-2021-017 | 09/7/2021 | FFY2021 PRIIA WMATA Railcars Rehabilitation, Platform Rehab (Phase 3), Vertical Transportation, Automatic Train Control and Radio Infrastructure | \$148.5 | \$148.49 | \$0 | 06/30/2024 |
| DC-2022-008 | 08/18/2022 | FFY2022 Section 5339 Bus Farebox Replacements | \$10.5 | \$9.8 | \$0.7 | 9/30/2024 |
| DC-2022-010 | 08/26/2022 | FFY2022 PRIIA WMATA Office of Inspector General | \$10.0 | \$3.7 | \$6.3 | 9/01/2025 |
| DC-2022-011 | 08/26/2022 | FFY 2021 American Rescue Plan (ARP) Additional Assistance for WMATA Operations | \$120.1 | \$0.0 | \$120.1 | 3/30/2024 |
| DC-2022-012 | 08/29/2022 | FFY2022 Section 5337 Railcar Preventive Maintenance, Railcar Scheduled Maintenance Program and Track Preventive Maintenance Program | \$301.3 | \$105 | \$196.5 | 6/30/2026 |
| DC-2022-014 | 09/07/2022 | FFY 2022 Section 5307 Bladensburg Bus Garage, Northern Bus Garage and Rail Station Revitalization Program | \$243.0 | \$108 | \$135.4 | 12/30/2027 |
| DC-2022-015 | 09/07/2022 | FFY2022 5307 Bus Replacements, Van Replacements, Bus Rehabilitation, and Bus Preventive Maintenance | \$157.2 | \$42 | \$115.2 | 03/31/2026 |

Note: Drawn numbers are from inception through 12/31/2023 which include updated period of performance end dates. Date of Award is the initial award date.

FEDERAL AWARDS UPDATE (CONTINUED)

Active FTA Awards as of 12/31/2023 (Dollars in Millions)

| Federal Award ID | Date of Award | Application Name | Federal Award | Drawn | Balance | POP End Date |
|------------------|---------------|--|---------------|---------|---------|--------------|
| DC-2022-016 | 09/07/2022 | FFY2022 Section 5337 Rehabilitation of Yellow Line Bridge and Tunnel, Rehabilitation of Bridge Structures and Construction of Heavy Repair Overhaul Facility | \$158.3 | \$65.8 | \$92.5 | 7/30/2027 |
| DC-2022-017 | 09/12/2022 | FFY2022 Section 5307 Station Entrance Canopies and Stairways, Rehabilitation of Parking Facilities, and Rail Station Cooling and AC Power and Switches | \$24.2 | \$14.4 | \$9.8 | 12/30/2024 |
| DC-2022-018 | 09/14/2022 | FFY2022 PRIIA WMATA Vertical Transportation, Support Facility Fire System Rehabilitation, Tunnel Water Leak Mitigation, Platform Rehab (Phase 4), Automatic Train Control and Radio Infrastructure | \$143.5 | \$114.4 | \$29.1 | 6/30/2025 |
| DC-2023-005 | 07/07/2023 | FY22 VA CMAQ Bus Replacements | \$3.5 | \$3.5 | \$0 | 6/30/2024 |
| DC-2023-006 | 08/23/2023 | FFY2018 5307 Paratransit Van Replacements | \$0.17 | \$0.0 | \$0.17 | 2/28/2025 |
| DC-2023-007 | 09/15/2023 | FFY2023 PRIIA WMATA Vertical Transportation, Yellow Line Tunnel and Bridge Rehabilitation, Tunnel Water Leak Mitigation, Automatic Train Control Rooms | \$143.5 | \$81.1 | \$62.4 | 6/30/2026 |

Note: Drawn numbers are from inception through 12/31/2023

FEDERAL AWARDS UPDATE (CONTINUED)

FTA Awards Closed in FY2024 (Dollars in Millions)

| Federal Award ID | Date of Award | Application Name | Federal Award | Closed Date |
|------------------|---------------|--|---------------|-------------|
| DC-2020-016 | 08/13/2020 | FFY2020 H.R.1865 RSI (Section 75) Funding Railcar Acquisition & Rehab, Train Control, Vertical Improvements, Ventilation, & Platforms Phase II | \$148.5 | 9/22/2023 |

FTA Applications in Progress Pending Award as of 12/31/2023

| Federal Award ID | Application Name | Federal Request |
|------------------|----------------------------------|-----------------|
| 1398-2023-3 | VA CMAQ Bus Replacement (FY2024) | 3,413,168 |

Active Non-FTA Awards as of 12/31/2023 (Dollars in Millions)

| Federal Award ID | Date of Award | Application Name | Federal Award | Drawn | Balance | POP End Date |
|-------------------------|---------------|------------------------------------|---------------|-------|---------|--------------|
| EMW-2020-RA-00019 | 09/01/2020 | DHS Transit Security Grant Program | \$3.2 | \$0.5 | \$2.8 | 08/30/2024 |
| EMW-2021-RA-00030 | 09/01/2021 | DHS Transit Security Grant Program | \$4.4 | \$0.0 | \$4.4 | 08/30/2024 |
| 15PBJA-21-GG-04422-BWCX | 12/01/2021 | DOJ Body Worn Camera Program | \$0.9 | \$0.9 | \$0.0 | 12/30/2024 |
| EMW-2023-RA-0036 | 08/9/2023 | DHS Transit Security Grant Program | \$4.5 | \$0.0 | \$4.5 | 8/31/2026 |

Closed Non-FTA Awards as of 12/31/2023 (Dollars in Millions)

| Federal Award ID | Date of Award | Application Name | Federal Award | Closed Date |
|-------------------|---------------|------------------------------------|---------------|-------------|
| EMW-2019-RA-00011 | 09/01/2019 | DHS Transit Security Grant Program | \$4.1 | 08/30/2023 |

TABLE 1: CAPITAL PROGRAM FINANCIALS BY INVESTMENT CATEGORY

| Capital Investments | FY2024 Current Budget | FY2024 Actuals | Budget Expended | YTD % |
|--|-----------------------|-----------------|-----------------|------------|
| Acquisition | 102.7 | 14.3 | | 14% |
| Maintenance & Overhaul | 296.5 | 102.1 | | 34% |
| Maintenance Facilities | 71.6 | 3.9 | | 5% |
| Railcar and Railcar Facilities | \$ 470.8 | \$ 120.2 | | 26% |
| Power | 105.6 | 65.8 | | 62% |
| Signals & Communications | 222.6 | 127.4 | | 57% |
| Rail Systems | \$ 328.2 | \$ 193.2 | | 59% |
| Fixed Rail | 139.9 | 78.4 | | 56% |
| Structures | 118.9 | 40.1 | | 34% |
| Track and Structures Rehabilitation | \$ 258.8 | \$ 118.4 | | 46% |
| Platforms & Structures | 86.9 | 44.3 | | 51% |
| Vertical Transportation | 64.4 | 31.7 | | 49% |
| Station Systems | 217.9 | 115.0 | | 53% |
| Stations and Passenger Facilities | \$ 368.9 | \$ 191.0 | | 52% |
| Acquisition | 120.5 | 32.5 | | 27% |
| Maintenance & Overhaul | 81.8 | 33.3 | | 41% |
| Maintenance Facilities | 201.2 | 79.2 | | 39% |
| Passenger Facilities & Systems | 71.9 | 13.6 | | 19% |
| Bus, Bus Facilities and Paratransit | \$ 475.4 | \$ 158.7 | | 33% |
| IT | 107.6 | 41.5 | | 39% |
| MTPD | 2.2 | 4.0 | | 179% |
| Support Equipment & Services | 198.0 | 108.0 | | 55% |
| Business and Operations Support | \$ 307.8 | \$ 153.5 | | 50% |
| Total Capital Programs | \$ 2,209.9 | \$ 935.0 | | 42% |

TABLE 2: CAPITAL PROGRAM FINANCIALS AND ADJUSTMENTS BY PROJECT

Numbers may not sum due to rounding

| CIP | PROJECT NAME | FY2024 FORECAST | FY2024 ORIGINAL BUDGET | BUDGET ADJUSTMENTS | FY2024 CURRENT BUDGET | FY2024 YTD ACTUALS | YTD % BUDGET EXPENDED |
|------------|---|-----------------|------------------------|--------------------|-----------------------|--------------------|-----------------------|
| CIP0059 | 8000-Series Railcars | 35.2 | 57.1 | - | 57.1 | 8.1 | 14% |
| CIP0256 | 7000-Series Railcars | 20.6 | 36.7 | 0.5 | 37.2 | 6.1 | 17% |
| CIP8001 | D&E Railcar Acquisition | 0.0 | 0.5 | - | 0.5 | - | 0% |
| CRB0019_19 | Silver Line Phase 1 Railcars | 6.5 | 4.4 | - | 4.4 | - | 0% |
| CRB0020_01 | Silver Line Phase 2 Railcars | 1.2 | 3.6 | - | 3.6 | - | 0% |
| | Railcar Acquisition | 63.5 | 102.2 | 0.5 | 102.7 | 14.3 | 14% |
| CIP0063 | Rail Vehicle Rehab Program | 122.1 | 93.8 | (2.0) | 91.8 | 58.7 | 64% |
| CIP0067 | Railcar Safety & Reliability | 5.5 | 3.6 | 2.0 | 5.6 | 1.1 | 20% |
| CIP0142 | Railcar Preventative Maint | 115.3 | 155.0 | - | 199.0 | 16.8 | 8% |
| CIP0900 | Preventative Maint | 25.5 | - | - | - | 25.5 | 0% |
| | Railcar Maintenance/Overhaul | 268.3 | 252.5 | - | 296.5 | 102.1 | 34% |
| CIP0204 | Railcar Roof Access Platform | 0.1 | 0.4 | - | 0.4 | 0.1 | 15% |
| CIP0225 | Heavy Repair & Overhaul Facil | 5.9 | 62.5 | - | 62.5 | 2.1 | 3% |
| CIP0279 | Railyard Shop Equipment Replacement | 3.4 | 1.0 | 2.2 | 3.2 | 0.0 | 1% |
| CIP0283 | Major Railcar Maint Equip SOGR | 2.3 | - | - | - | 1.7 | 0% |
| CIP0284 | Railyard Facility & Site Rehabilitation | 0.5 | 4.9 | - | 5.1 | (0.0) | 0% |
| CIP8005 | D&E Rail Yard Improvements | - | 0.5 | - | 0.5 | - | 0% |
| | Railcar Maintenance Facilities | 12.1 | 69.2 | 2.2 | 71.6 | 3.9 | 5% |
| | Rail and Railcar Facilities | 344.0 | 423.9 | 2.7 | 470.8 | 120.2 | 26% |
| CIP0076 | 100% 8-Car Train Power Upgrade | 7.5 | 5.9 | - | 5.9 | 4.1 | 70% |
| CIP0253 | Traction Power SOGR | 123.7 | 97.3 | - | 97.3 | 61.0 | 63% |
| CIP0286 | Power Generator Replacement | 2.3 | 2.3 | - | 2.3 | 0.7 | 29% |
| CIP8007 | D&E Electrical Improvements | 0.0 | 0.2 | - | 0.2 | 0.1 | 47% |
| | Power | 133.6 | 105.6 | - | 105.6 | 65.8 | 62% |

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

TABLE 2: CAPITAL PROGRAM FINANCIALS AND ADJUSTMENTS BY PROJECT

| CIP | PROJECT NAME | FY2024 FORECAST | FY2024 ORIGINAL BUDGET | BUDGET ADJUSTMENTS | FY2024 CURRENT BUDGET | FY2024 YTD ACTUALS | YTD % BUDGET EXPENDED |
|--|--|-----------------|------------------------|--------------------|-----------------------|--------------------|-----------------------|
| CIP0136 | Radio Infrastructure Replace | 61.3 | 49.9 | 2.3 | 52.2 | 29.5 | 57% |
| CIP0251 | Automatic Train Control SOGR | 79.6 | 79.8 | - | 79.8 | 31.7 | 40% |
| CIP0251_99 | Auto Train Cntrl SOGR-EX Recls | 0.4 | 0.4 | - | 0.4 | - | 0% |
| CIP0257 | Emergency Trip Station Rehab | 0.6 | - | - | - | 0.3 | 0% |
| CIP0332 | Fiber Optic Cable Installation | 118.0 | 87.2 | - | 87.2 | 63.7 | 73% |
| CIP0380 | CBTC Strat Prog Impl. Dev | 6.6 | - | - | 3.1 | 2.2 | 71% |
| Signals & Communications | | 266.4 | 217.2 | 2.3 | 222.6 | 127.4 | 57% |
| Rail Systems | | 400.0 | 322.8 | 2.3 | 328.2 | 193.2 | 59% |
| CIP0024 | Track Rehabilitation | 116.7 | 99.9 | - | 99.9 | 63.8 | 64% |
| CIP0025 | Roadway Equip & Vehicle Repl | 9.2 | 18.8 | - | 18.8 | 1.5 | 8% |
| CIP0246 | General Engineering | 18.0 | 16.3 | (8.4) | 7.9 | 10.1 | 128% |
| CIP0247 | Emerg Constr & Emerging Needs | 5.1 | 52.9 | (37.2) | 13.0 | 3.1 | 24% |
| CIP8011 | D&E Fixed Rail Improvements | 0.8 | 0.0 | 0.3 | 0.3 | 0.1 | 23% |
| Fixed Rail | | 149.8 | 187.9 | (45.3) | 139.9 | 78.4 | 56% |
| CIP0262 | Tunnel Water Leak Mitigation | 20.8 | 22.9 | - | 22.9 | 7.2 | 32% |
| CIP0294 | Bridge Rehabilitation Program | 7.9 | 4.8 | 10.9 | 15.6 | 4.6 | 29% |
| CIP0356 | Tunnel Vent Improvements- Red Line Pilot | 23.4 | 9.1 | - | 9.1 | 8.8 | 96% |
| CIP8013 | D&E Track Structures Improve | 2.6 | 2.7 | 0.2 | 2.9 | 1.0 | 35% |
| CIP0348 | Structural Rehabilitation - Package A | 27.9 | 9.5 | 10.8 | 20.3 | 9.1 | 45% |
| CIP0349 | Yellow Line Tunnel & Bridge Rehab | 12.3 | 11.6 | - | 11.6 | 8.3 | 72% |
| CIP0370 | Structural Rehabilitation - Package B | 1.0 | 34.4 | - | 34.4 | 0.4 | 1% |
| CIP0375 | Shaft Structural Rehab | 3.3 | 1.4 | 0.7 | 2.1 | 0.7 | 32% |
| Structures | | 99.2 | 96.4 | 22.6 | 118.9 | 40.1 | 34% |
| Track and Structures Rehabilitation | | 249.0 | 284.2 | (22.8) | 258.8 | 118.4 | 46% |

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

TABLE 2: CAPITAL PROGRAM FINANCIALS AND ADJUSTMENTS BY PROJECT

| CIP | PROJECT NAME | FY2024 FORECAST | FY2024 ORIGINAL BUDGET | BUDGET ADJUSTMENTS | FY2024 CURRENT BUDGET | FY2024 YTD ACTUALS | YTD % BUDGET EXPENDED |
|-----------------------------------|--|-----------------|------------------------|--------------------|-----------------------|--------------------|-----------------------|
| CIP0035 | Bicycle & Pedestrian Facility | 1.6 | 0.7 | - | 0.7 | 0.6 | 88% |
| CIP0087 | Station & Facility Restoration | 13.5 | 13.6 | - | 13.6 | 5.4 | 40% |
| CIP0088 | Station Entrance Canopies | 8.7 | 8.8 | - | 8.8 | 2.7 | 31% |
| CIP0152 | Prkg Garage & Surf Lot Rehab | 14.5 | 19.3 | - | 19.3 | 8.4 | 44% |
| CIP0218 | Metrorail Station Upgrades | 2.0 | 1.9 | - | 1.9 | 1.2 | 61% |
| CIP0271 | Swing Gates | 0.1 | - | - | - | 0.1 | 0% |
| CIP0274 | Grosvenor Parking Garage (J/D) | 1.0 | - | - | - | 1.1 | 0% |
| CIP0297 | Union Station Improvements | 0.5 | 3.9 | - | 3.9 | 0.4 | 9% |
| CIP0302 | Huntington Station Parking Garage Replac | 0.0 | 0.4 | - | 0.4 | 0.0 | 11% |
| CIP0305 | Rail Passenger Facility SOGR | 1.5 | 1.1 | - | 1.1 | 0.6 | 51% |
| CIP0308 | Station Platform Rehabilitation Phase 3 | 0.3 | - | - | - | 0.4 | 0% |
| CIP0310 | Station Platform Rehabilitation Phase 4 | 9.9 | 6.4 | - | 6.4 | 6.4 | 100% |
| CIP0345 | Shady Grove Stairway | (0.1) | - | - | - | (0.1) | 0% |
| CIP0374 | Solar Site Improvements | 4.6 | 1.0 | - | 1.0 | 1.8 | 184% |
| CIP0379 | Silver Line Known Defects | 0.6 | - | 1.0 | 1.0 | 0.2 | 21% |
| CRB0013 | Potomac Yard Station Construction | 24.2 | 12.6 | - | 17.0 | 7.3 | 43% |
| CRB0020 | Silver Line Phase 2 Construction Support | 5.6 | - | - | - | 2.8 | 0% |
| CRB0127 | Purple Line Construction Support | 8.8 | 9.7 | - | 9.7 | 3.6 | 37% |
| CRB0136 | McLean Station - New Entrance | 1.2 | - | - | - | 1.4 | 0% |
| CRB0137 | Crystal City East Entrance | 0.3 | - | - | - | - | 0% |
| CIP8015 | D&E Rail Station Improvements | 0.9 | 2.1 | - | 2.1 | 0.1 | 4% |
| Platforms & Structures | | 99.9 | 81.5 | 1.0 | 86.9 | 44.2 | 51% |
| CIP0072 | Elevator Rehabilitation Prog | 4.3 | 6.6 | - | 6.6 | 1.4 | 21% |
| CIP0073 | Escalator Rehabilitation Prog | 4.0 | 20.9 | - | 15.5 | 2.3 | 15% |
| CIP0132 | Escalator & Elevator Overhaul | 13.0 | 7.5 | - | 7.5 | 4.9 | 65% |
| CIP0185 | Escalator Replacement | 42.1 | 34.8 | - | 34.8 | 23.2 | 67% |
| Vertical Transportation | | 63.5 | 69.8 | - | 64.4 | 31.7 | 49% |



TABLE 2: CAPITAL PROGRAM FINANCIALS AND ADJUSTMENTS BY PROJECT

| CIP | PROJECT NAME | FY2024 FORECAST | FY2024 ORIGINAL BUDGET | BUDGET ADJUSTMENTS | FY2024 CURRENT BUDGET | FY2024 YTD ACTUALS | YTD % BUDGET EXPENDED |
|--|--|-----------------|------------------------|--------------------|-----------------------|--------------------|-----------------------|
| CIP0145 | Facility Security Equip Prog | 20.6 | 14.7 | 4.7 | 19.4 | 9.3 | 48% |
| CIP0386 | Enterprise Video Ops & Sec Prgm | 1.5 | - | - | - | - | 0% |
| CIP0151 | Rail Station Cooling Rehab | 17.9 | 9.3 | 0.2 | 9.5 | 11.5 | 121% |
| CIP0219 | Rail Station Lighting Improve | 26.8 | 60.0 | (30.0) | 30.0 | 14.6 | 49% |
| CIP0241 | Flood Resiliency Infrastructure | 1.2 | - | 1.1 | 1.1 | 0.6 | 57% |
| CIP0242 | Rail System Drainage Rehab | 18.2 | 13.4 | 0.8 | 15.1 | 8.9 | 59% |
| CIP0252 | Low Voltage Power SOGR | 37.7 | 34.8 | - | 34.8 | 21.1 | 61% |
| CIP0255 | Fare Collection Modernization | 68.5 | 55.5 | - | 62.3 | 21.0 | 34% |
| CIP0258 | Station & Tunnel Fire Alarm | 1.6 | - | 1.1 | 1.1 | 0.6 | 54% |
| CIP0272 | Digital Display and Wayfinding Improvement | 36.7 | 1.0 | 25.3 | 26.6 | 21.5 | 81% |
| CIP0276 | Station Commercialization Plan | 2.4 | 3.3 | - | 3.3 | 1.0 | 30% |
| CIP0341 | Rail Sys Standpipe Replacement | 9.8 | 14.3 | - | 14.3 | 4.8 | 33% |
| CIP0372 | Station Revitalization | (0.0) | - | 0.0 | 0.0 | (0.0) | -100000% |
| CIP8019 | D&E Revenue Facility Improve | 0.5 | - | 0.3 | 0.3 | 0.2 | 61% |
| Station Systems | | 243.3 | 206.2 | 3.4 | 217.6 | 115.0 | 53% |
| Stations and Passenger Facilities | | 406.7 | 357.5 | 4.4 | 368.9 | 191.0 | 52% |
| CIP0006 | Bus Fleet Replacement Prgm | 30.9 | 95.7 | - | 95.7 | 23.0 | 24% |
| CIP0015 | MetroAccess Fleet Replacement | 10.1 | 14.2 | - | 14.2 | 0.6 | 4% |
| CIP0355 | Zero Emissions Bus | 19.9 | 8.7 | 1.9 | 10.6 | 8.9 | 84% |
| Bus and Paratransit Acquisition | | 60.9 | 118.6 | 1.9 | 120.5 | 32.5 | 27% |

TABLE 2: CAPITAL PROGRAM FINANCIALS AND ADJUSTMENTS BY PROJECT

| CIP | PROJECT NAME | FY2024 FORECAST | FY2024 ORIGINAL BUDGET | BUDGET ADJUSTMENTS | FY2024 CURRENT BUDGET | FY2024 YTD ACTUALS | YTD % BUDGET EXPENDED |
|--|---|-----------------|------------------------|--------------------|-----------------------|--------------------|-----------------------|
| CIP0002 | Bus Location Equip Replacement | 6.6 | 6.9 | 0.1 | 7.0 | 0.3 | 4% |
| CIP0004 | Bus Maint Equip Replacement | 3.6 | 5.9 | - | 5.9 | 1.6 | 26% |
| CIP0005 | Bus Rehabilitation Program | 66.7 | 66.8 | - | 66.8 | 31.5 | 47% |
| CIP0007 | Bus CCTV Replacement Prgm | 0.2 | 13.1 | - | 1.1 | - | 0% |
| CIP0143 | Bus Vehicle Preventive Maint. | 1.0 | 45.0 | - | 1.0 | - | 0% |
| Bus Maintenance/Overhaul | | 78.1 | 137.7 | 0.1 | 81.8 | 33.3 | 41% |
| CIP0311 | Bladensburg Bus Garage Rehabilitation | 77.2 | 74.0 | - | 74.0 | 38.9 | 53% |
| CIP0312 | 4 Mile Run Bus Garage Rehabilitation | 0.4 | 0.4 | - | 0.4 | 0.1 | 16% |
| CIP0315 | Northern Bus Garage Replacement | 121.6 | 126.7 | - | 126.7 | 39.4 | 31% |
| CIP0319 | Bus Maintenance Facility SOGR | 1.7 | - | - | - | 0.6 | 0% |
| CIP0376 | Western Bus Garage Rehab | 2.1 | - | - | - | 0.7 | 0% |
| CIP0383 | Cinderbed Electric Bus Garage | 1.5 | - | - | - | 0.0 | 0% |
| CIP8025 | D&E Bus Maint. Facility Impv | 0.1 | 0.1 | - | 0.1 | 0.2 | 223% |
| CIP8026 | Future Bus Maint Facility | (0.6) | - | - | - | (0.6) | 0% |
| Bus Maintenance Facilities | | 204.1 | 201.2 | - | 201.2 | 79.2 | 39% |
| CIP0220 | Bus Planning Studies Program | 0.8 | 1.3 | - | 1.3 | 0.1 | 11% |
| CIP0221 | Bus Customer Facility Impv | 10.3 | 12.9 | - | 14.2 | 2.5 | 18% |
| CIP0254 | Bus Priority Prgm Development | 3.7 | 4.1 | 0.3 | 4.4 | 2.0 | 44% |
| CIP0266 | Historic Bus Loop and Facility Rehabilitation | 0.1 | - | - | - | 0.0 | 0% |
| CIP0275 | New Carrollton Garage and Bus Bays | 34.5 | 52.1 | - | 52.1 | 8.9 | 17% |
| CIP0326 | Real-time Bus and Rail Data Feed Dev | 0.0 | - | - | - | 0.0 | 0% |
| Bus Passenger Facilities/Systems | | 49.5 | 70.3 | 0.3 | 71.9 | 13.6 | 19% |
| Bus, Bus Facilities and Paratransit | | 392.6 | 527.8 | 2.2 | 475.4 | 158.7 | 33% |



TABLE 2: CAPITAL PROGRAM FINANCIALS AND ADJUSTMENTS BY PROJECT

| CIP | PROJECT NAME | FY2024 FORECAST | FY2024 ORIGINAL BUDGET | BUDGET ADJUSTMENTS | FY2024 CURRENT BUDGET | FY2024 YTD ACTUALS | YTD % BUDGET EXPENDED |
|-------------|-------------------------------|-----------------|------------------------|--------------------|-----------------------|--------------------|-----------------------|
| CIP0042 | Asset Mgmt. Software Upgrade | - | 0.5 | - | 0.5 | - | 0% |
| CIP0043 | Bus Ops Mgmt. Software | 3.3 | 3.8 | 0.5 | 4.3 | 1.6 | 38% |
| CIP0054 | Customer Electronic Comms | (0.0) | 0.3 | - | 0.3 | (0.0) | -4% |
| CIP0056 | Rail Ops Mgmt. Software | 0.5 | - | - | - | 0.0 | 0% |
| CIP0269 | Asset Management Software | 2.0 | 0.4 | 0.8 | 1.1 | 1.0 | 87% |
| CIP0330 | IT Data Center | 18.9 | 26.2 | - | 26.2 | 14.4 | 55% |
| CIP0331 | ERP Software Replacement | 32.3 | 3.2 | - | 13.3 | 0.4 | 3% |
| CIP0342 | IT Hardware SOGR | 17.0 | 11.9 | - | 11.9 | 6.3 | 52% |
| CIP0354 | ERP Software Upgrade | 0.0 | 0.2 | - | 0.2 | 0.0 | 20% |
| CIP0357 | Cyber Legacy Technology | 4.8 | 3.5 | - | 3.5 | 2.0 | 58% |
| CIP0358 | IT Business System Support | 14.8 | 14.2 | - | 14.2 | 6.7 | 47% |
| CIP0359 | IT Shared Services | 4.5 | 4.5 | - | 4.5 | 2.3 | 50% |
| CIP0360 | IT Transit Systems | 9.7 | 10.3 | - | 10.3 | 4.8 | 47% |
| CIP0361 | SOA Program | 1.5 | 1.2 | - | 1.2 | 0.1 | 5% |
| CIP0362 | IV&V Program | - | 0.2 | - | 0.2 | - | 0% |
| CIP0363 | Technology Cyber Security | - | 1.5 | - | 1.5 | - | 0% |
| CIP0384 | Small IT Projects | 2.8 | - | - | 1.8 | 1.0 | 56% |
| CIP8029 | D&E IT Improvements | 3.4 | 11.6 | (2.1) | 9.5 | 0.6 | 6% |
| CIP8030 | Future IT Projects | 0.2 | 1.0 | 2.0 | 3.0 | 0.2 | 7% |
| | Information Technology | 115.6 | 94.6 | 1.1 | 107.6 | 41.5 | 39% |
| CIP0102 | MTPD District III Substation | 4.7 | - | - | - | 3.6 | 0% |
| CIP0127 | Support Equipment MTPD | 1.8 | 0.9 | 1.1 | 2.0 | 0.4 | 22% |
| CIP8032 | Future MTPD Projects | 0.1 | 0.3 | - | 0.3 | - | 0% |
| MTPD | | 6.6 | 1.1 | 1.1 | 2.2 | 4.0 | 179% |

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

TABLE 2: CAPITAL PROGRAM FINANCIALS AND ADJUSTMENTS BY PROJECT

| CIP | PROJECT NAME | FY2024 FORECAST | FY2024 ORIGINAL BUDGET | BUDGET ADJUSTMENTS | FY2024 CURRENT BUDGET | FY2024 YTD ACTUALS | YTD % BUDGET EXPENDED |
|-----------------------------------|--------------------------------|-----------------|------------------------|--------------------|-----------------------|--------------------|-----------------------|
| CIP0009 | Service Vehicle Replacement | 3.1 | 9.1 | - | 9.1 | 0.9 | 9% |
| CIP0010 | Environmental Compliance Prgm | 6.8 | 17.7 | - | 12.7 | 1.2 | 9% |
| CIP0036 | Procurement Program Support | 12.5 | 13.0 | - | 13.0 | 5.6 | 43% |
| CIP0039 | System Planning & Development | 7.8 | 6.0 | - | 6.0 | 3.8 | 63% |
| CIP0099 | Joint Development Prgm Support | 2.2 | 2.2 | - | 2.2 | 1.2 | 57% |
| CIP0101 | INCP Capital Management | 1.2 | 1.2 | - | 1.2 | 0.3 | 27% |
| CIP0131 | Capital Financing Support | 1.0 | 1.0 | - | 1.0 | 0.3 | 28% |
| CIP0150 | Non-Rev Facility Fire Systems | 3.9 | 3.4 | 0.9 | 4.3 | 1.9 | 45% |
| CIP0170 | Roof Rehab & Replacement | 7.1 | 7.4 | - | 7.4 | 6.2 | 83% |
| CIP0197 | Non-Revenue Facilities | 11.8 | 14.0 | 0.8 | 14.7 | 4.1 | 28% |
| CIP0212 | Sustainability Program Support | 3.6 | 4.7 | - | 4.7 | 1.2 | 25% |
| CIP0213 | Capital Program Management | 28.5 | 28.9 | - | 28.9 | 15.1 | 52% |
| CIP0270 | CAPD Program Support | 40.7 | 34.9 | - | 34.9 | 18.0 | 52% |
| CIP0273 | Facility Improvements | 3.9 | 4.2 | - | 4.2 | 1.5 | 35% |
| CIP0324 | Cap Program Financial Support | 0.4 | 3.1 | - | 3.1 | 0.0 | 0% |
| CIP0335 | Office Consolidation - DC | 17.4 | 17.7 | - | 17.7 | 9.9 | 56% |
| CIP0337 | Office Consolidation - VA | 20.0 | 12.8 | 3.3 | 16.1 | 14.6 | 91% |
| CIP0338 | Office Consolidation - MD | 3.5 | 5.5 | - | 5.5 | 0.5 | 8% |
| CIP0339 | Emergency Egress Improvements | 0.8 | - | - | - | 0.2 | 0% |
| CIP0347 | Acct Capital Program Support | 2.3 | 2.4 | - | 2.4 | 1.2 | 51% |
| CIP0371 | West Falls Church Land Develop | 0.2 | 0.5 | - | 0.5 | - | 0% |
| CIP0373 | Interim OCC | 27.4 | 0.5 | - | 0.5 | 15.9 | >1,000% |
| CIP0378 | Metro Strategic Plan Update | 2.1 | - | - | - | 2.3 | 0% |
| CIP0382 | Content Management Sys Upgrade | 1.2 | - | 2.1 | 2.1 | 0.5 | 22% |
| CIP0385 | Buss Improv Projects - Non_IT | 0.4 | - | - | 0.5 | - | 0% |
| CRB0005 | Planning Support for DC | 1.8 | 1.0 | - | 1.0 | 0.7 | 74% |
| CRB0009 | Planning Support for MD | 1.0 | 0.9 | - | 0.9 | 0.4 | 48% |
| CRB0018 | Planning Support for VA | 1.6 | 1.0 | - | 1.0 | 0.6 | 60% |
| CIP8034 | Future Support Equip Projects | 0.3 | 0.5 | - | 0.5 | - | 0% |
| Support Equipment/Services | | 214.7 | 193.6 | 8.9 | 198.0 | 108.0 | 55% |
| Business Support | | 337.0 | 289.3 | 11.1 | 307.8 | 153.5 | 50% |
| Total Capital Programs | | 2,129.2 | 2,205.5 | 0.0 | 2,209.9 | 934.9 | 42% |

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

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

Dollar amounts are expressed in millions.

| Funding Source | FY2024 ORIGINAL BUDGET | FY2024 YTD FUNDED ¹ |
|--|------------------------|--------------------------------|
| Federal Formula | \$459.9 | \$211.7 |
| Federal PRIIA | \$143.5 | \$19.5 |
| Other Federal Grants | \$11.5 | \$5.9 |
| Total Federal | \$614.9 | \$237.1 |
| Match & System Performance | \$293.3 | \$120.2 |
| PRII/RSI Match | \$148.5 | \$19.5 |
| Dedicated Funding | \$500.0 | \$118.8 |
| Congestion Mitigation and Air Quality (CMAQ) Match | \$0.9 | \$0.9 |
| Jurisdictional Reimbursable | \$2.9 | \$1.7 |
| Other Local & Match | \$30.2 | \$16.5 |
| Total Jurisdictional | \$975.8 | \$277.5 |
| Debt | \$797.8 | \$483.4 |
| Net Accruals | | |
| Total | \$2,388.5 | \$998.0 |

¹ This table represents the funding associated with expenses that are accounted for in FY24. Additional expenses from previous FYs have been funded by some of these fund sources.



TABLE 4: CAPITAL PROGRAM CASH EXPENDITURES BY FUND SOURCE

| CIP | PROJECT NAME | FY2024 CURRENT BUDGET | FY2024 ACTUALS ¹ | FORMULA ^{2,4} | PRIA ^{3,4} | OTHER FEDERAL ^{4,4} | SYSTEM PERFORMANCE ¹ | REIMBURSABLE/ PLANNING/ OTHER | DEBT | DISTRICT OF COLUMBIA DED. FUND, ⁵ | STATE OF MARYLAND DED. FUND, ⁵ | COMMONWEALTH OF VIRGINIA - FUND, ⁵ | | NET ACCRUALS ³ |
|--|--|-----------------------|-----------------------------|------------------------|---------------------|------------------------------|---------------------------------|-------------------------------|---------------------|--|---|---|--------------------|---------------------------|
| | | | | | | | | | | | | NONRESTRICTED DED. | RESTRICTED DED. | |
| CIP0059 | 8000-Series Railcars | 57,136,000 | 8,140,434 | - | - | - | - | - | 11,873,734 | 83,229 | 77,867 | 55,542 | 16,497 | (3,940,605) |
| CIP0058 | 7000-Series Railcars | 37,159,000 | 6,131,807 | - | - | - | - | - | 4,209,922 | 75,791 | 70,908 | 50,576 | 15,023 | (175,265) |
| CIP0061 | D&E Rail Acquisition | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| CIP0019_19 | Silver Line Phase 2 Railcars | 4,500,000 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| CRB0020_01 | Silver Line Phase 2 Railcars | 3,533,000 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| Acquisition | Rail Vehicle Scheduled Maintenance Program | 102,728,000 | 14,272,241 | - | - | 2,340,229.5 | - | - | 16,083,655.8 | 159,020.0 | 148,775.0 | 106,119.8 | 31,519.4 | (4,116,129.5) |
| CIP0063 | Rail Vehicle Safety & Reliability Improvements | 91,814,000 | 58,654,960 | 38,544,126 | 310,209 | - | - | - | - | 7,281,358 | 6,793,539 | 4,845,766 | 1,439,274 | 754,008 |
| CIP0067 | Rail Vehicle Safety & Reliability Improvements | 5,643,000 | 1,116,792 | - | - | 61,304 | - | - | - | 379,616 | 355,159 | 253,332 | 75,244 | 2,937 |
| CIP00142 | Rail Vehicle Preventive Maintenance Preventative Maintenance | 199,000,000 | 16,786,107 | 22,838,680 | - | - | - | - | - | 6,223 | 5,822 | 4,153 | 1,234 | (6,067,665) |
| Maintenance/Overhaul | Rail Vehicle Preventive Maintenance | 296,457,000 | 102,074,230 | 86,899,247.0 | 310,209.1 | 61,303.6 | 9,792 | - | 7,647,197.5 | 7,154,520.9 | 5,103,251.2 | 5,103,251.2 | 5,103,251.2 | (5,310,720.7) |
| CIP0204 | Railcar Roof Access Platform | 356,000 | 55,027 | - | - | - | - | - | 15,005 | 13,404 | 8,945 | 12,540 | 2,657 | 469 |
| CIP0225 | Heavy Repair and Overhaul Facility | 62,488,000 | 2,125,644 | 3,471,746 | - | - | - | - | 95,291 | 70,183 | 65,661 | 48,835 | 13,911 | (1,278,613) |
| CIP0279 | Railcar Shop Equipment Replacement | 3,200,000 | 23,628 | - | - | - | - | - | - | 8,435 | 7,892 | 5,629 | 1,672 | - |
| CIP0283 | Railcar Maintenance Facilities State of Good Repair | 0 | 1,067,186 | - | - | - | - | - | 119,594 | 540,747 | 505,909 | 360,860 | 107,182 | 48,458 |
| CIP0284 | Railyard Facility and Site Rehabilitation | 5,100,000 | (5,694) | - | - | - | - | - | 22,690 | 1,296 | 866 | 257 | (31,424) | - |
| CIP0005 | D&E Rail Yard Improvements | 500,000 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| Maintenance Facilities | D&E Rail Yard Improvements | 71,624,000 | 3,865,792 | 3,471,746.3 | 310,209.1 | 2,401,533.1 | 9,791.7 | - | 252,579.0 | 634,067.0 | 593,216.8 | 423,135.9 | 125,678.5 | (1,261,109.6) |
| Railcar and Railcar Facilities Investments | D&E Rail Yard Improvements | 470,809,000 | 120,212,262 | 90,370,993.3 | 310,209.1 | 2,401,533.1 | 9,791.7 | - | 16,336,234.9 | 8,440,284.6 | 7,896,512.7 | 5,632,806.9 | 1,672,949.5 | (10,887,959.9) |
| CIP0076 | Rail System Power Upgrades | 5,656,000 | 4,078,805 | - | - | - | - | - | 6,346,598 | - | 490,806 | - | - | (776,609) |
| CIP0253 | Traction Power State of Good Repair | 97,281,830 | 60,970,855 | - | - | - | - | - | 54,300,188 | 10,091 | 9,441 | 6,734 | 2,000 | 6,481,666 |
| CIP0286 | Power Generator Replacement | 2,326,000 | 688,776 | - | - | - | - | - | 273,536 | 101,101 | 94,567 | 67,488 | 20,039 | 157,043 |
| CIP0007 | D&E Electrical Improvements | 150,000 | 70,850 | - | - | - | - | - | 25,293 | 16,879 | 23,664 | 16,879 | 5,013 | - |
| Power | D&E Electrical Improvements | 105,613,830 | 65,789,286 | - | - | - | - | 490,806 | 60,919,322 | 127,692 | 91,081 | 27,053 | 5,862,100 | - |
| CIP0133 | Train Detection and Warning System | 0 | (44,129) | - | - | - | - | - | 45,417 | 48,544 | 32,395 | 174,265 | - | (174,265) |
| CIP0136 | Radio Infrastructure Replacement | 52,174,000 | 29,533,686 | - | - | - | - | - | 17,821,046 | 2,731,469 | 2,555,492 | 1,822,808 | 541,405 | 2,256,628 |
| CIP0139 | Safety Audit Recommendations | 0 | (447) | - | - | - | - | - | - | - | - | - | - | (447) |
| CIP0251 | Automatic Train Control State of Good Repair | 80,163,978 | 31,720,203 | - | - | - | - | - | 18,414,185 | 73,169 | 68,455 | 48,829 | 14,503 | 1,292,415 |
| CIP0257 | Emergency Trip Station (ETS) Rehabilitation | 0 | 260,009 | - | - | - | - | - | - | 92,044 | 86,114 | 61,425 | 18,244 | (428) |
| CIP0260 | Track Inspector Location | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| CIP0332 | Fiber Optic Cable Installation | 87,166,000 | 63,734,243 | - | - | - | - | - | 62,465,508 | 85,957 | 80,419 | 57,362 | 17,037 | 1,137,255 |
| CIP0380 | CRTO Strategic Program Implementation/Development | 3,070,000 | 2,172,393 | - | - | - | - | - | 1,547,344 | - | - | - | - | 639,053 |
| Signals & Communications | CRTO Strategic Program Implementation/Development | 222,573,978 | 127,375,958 | - | 13,607,585 | - | - | 239,893 | 100,246,084 | 3,031,183 | 2,835,897 | 2,022,818 | 600,811 | 5,110,411 |
| Rail Systems Investments | CRTO Strategic Program Implementation/Development | 328,187,868 | 193,165,244 | - | 13,607,585 | - | - | 730,699 | 161,167,406 | 3,167,668 | 2,993,589 | 2,119,900 | 627,864 | 10,972,511 |
| CIP0024 | Track Rehabilitation Program | 99,920,000 | 63,751,748 | 52,147,590 | - | - | - | - | 890,359 | 5,475,677 | 5,122,903 | 3,654,117 | 1,085,334 | (2,235,740) |
| CIP0025 | Roadway Equipment and Vehicle Program | 18,795,000 | 1,491,341 | - | - | - | - | - | 2,780,419 | 12,801 | 11,790 | 8,409 | 2,498 | (1,309,113) |
| CIP0246 | General Engineering | 7,898,000 | 10,075,542 | - | - | - | - | - | (359,427) | (336,271) | (239,859) | (71,242) | (1,632,649) | |
| CIP0247 | Emergency Construction and Emerging Needs Program | 13,018,000 | 3,091,477 | - | - | - | - | - | 2,714,417 | 74,282 | 69,496 | 49,571 | 14,723 | 201,487 |
| CIP0261 | Rail Tunnel Lighting Replacement | 0 | (121,009) | - | - | - | - | - | 157,017 | 25,455 | 23,815 | 16,987 | 5,046 | (349,330) |
| CIP0011 | D&E Fixed Rail Improvements | 303,000 | 68,376 | - | - | - | - | - | - | - | - | - | - | 42,305 |
| Fixed Rail | D&E Fixed Rail Improvements | 139,934,000 | 78,357,475 | 52,147,590 | - | - | - | 11,666,077 | 6,544,482 | 5,228,689 | 4,991,793 | 3,489,226 | 1,036,359 | (5,281,880) |
| CIP0022 | Track Structural Rehabilitation | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| CIP0026 | Station/Tunnel Leak Mitigation | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| CIP0282 | Tunnel Water Leak Mitigation | 22,898,540 | 7,249,905 | - | - | - | - | - | 742,118 | 385,606 | 342,052 | 243,962 | 72,467 | 107,373 |
| CIP0291 | Tunnel Ventilation Improvements | 0 | 2,934 | - | - | - | - | - | 2,263 | 2,117 | 1,570 | 1,570 | 448 | (3,403) |
| CIP0294 | Bridge Rehabilitation Program | 15,607,000 | 4,538,442 | - | - | - | - | - | (207,161) | (193,815) | (136,246) | (41,061) | (2,416,494) | |
| CIP0356 | Tunnel Ventilation Improvements - Red Line Pilot | 9,143,000 | 8,772,815 | - | - | - | - | - | 8,084,292 | 44,250 | 41,389 | 29,530 | 8,771 | 4,113,713 |
| CIP0013 | D&E Track Structures Improvements | 2,995,000 | 1,021,631 | - | - | - | - | - | 93,665 | 87,631 | 62,596 | 18,565 | (257,304) | |
| CIP0014 | Future Track and Structures Improvements | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| CIP0348 | Structural Rehabilitation - Package A | 20,285,000 | 9,067,993 | - | - | - | - | - | 11,546,506 | - | - | - | - | (1,219,406) |
| CIP0349 | Yellow Line Tunnel and Bridge Rehabilitation | 11,556,000 | 8,276,934 | 869,795 | - | - | - | - | 26,578,322 | - | - | - | - | (1,002,841) |
| CIP0370 | Structural Rehabilitation - Package B | 34,402,000 | 441,050 | - | - | - | - | - | 311,318 | - | - | - | - | (63,564) |
| CIP0375 | Structural Rehabilitation - Shift | 2,076,000 | 672,920 | - | - | - | - | - | 325,409 | 159,724 | 149,434 | 105,590 | 31,659 | (97,097) |
| Structures | Structural Rehabilitation - Shift | 116,902,540 | 40,846,637 | 1,065,119.7 | 5,269,002.5 | - | 1,016,866.9 | - | 50,310,197.6 | 4,833,477.2 | 4,283,171.9 | 3,053,871.7 | 90,689.0 | 303,398.7 |
| Track and Structures Rehabilitation Investments | Structural Rehabilitation - Shift | 258,636,540 | 116,422,112 | 53,218,709.7 | 5,269,002.5 | - | 12,684,644.1 | - | 56,854,912.8 | 5,686,936.3 | 5,320,951.1 | 3,795,964.1 | 1,127,266.1 | (4,976,461.2) |

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

TABLE 4: CAPITAL PROGRAM CASH EXPENDITURES BY FUND SOURCE

| CIP | PROJECT NAME | FY2024 CURRENT BUDGET | FY2024 ACTUALS ¹ | FORMULA ^{2,4} | PRIA ^{3,4} | OTHER FEDERAL ^{4,4} | SYSTEM PERFORMANCE ¹ | REIMBURSABLE/ PLANNING/ OTHER | DEBT | DISTRICT OF COLUMBIA DED. FUND ⁴ | STATE OF MARYLAND DED. FUND ⁴ | COMMONWEALTH OF VIRGINIA - | | NET ACCRUALS ³ |
|---|--|-----------------------|-----------------------------|------------------------|---------------------|------------------------------|---------------------------------|-------------------------------|---------------|---|--|--------------------------------------|-----------------------------------|---------------------------|
| | | | | | | | | | | | | NONRESTRICTED DED. FUND ⁴ | RESTRICTED DED. FUND ⁴ | |
| CIP0035 | Bicycle and Pedestrian Facility Rehabilitation | 662,000 | 579,510 | - | - | - | 523,057 | - | 24,273 | - | 22,709 | 16,188 | 4,811 | 56,393 |
| CIP0087 | Station and Facility Restoration | 13,566,000 | 5,381,114 | - | - | - | - | 3,608,533 | 678,344 | 634,641 | 452,684 | 134,455 | 11,009 | 329,388 |
| CIP0088 | Station Entrance Canopy Installation | 8,837,000 | 2,727,459 | 1,583,257 | - | - | - | 1,032 | 333,182 | 311,717 | 222,345 | 66,040 | - | - |
| CIP0152 | Relief Garage and Surface Lot | 19,250,000 | 8,427,289 | 4,489,774 | - | - | - | - | 1,537,740 | 982,294 | 928,365 | 662,194 | 186,683 | (537,805) |
| CIP0218 | Metrolink Station Improvements | 1,901,000 | 1,151,367 | - | - | - | - | 208,646 | 35,027 | 32,771 | 23,375 | 6,943 | 845,021 | - |
| CIP0271 | Metrolink Station Emergency Gates Replacement | 0 | 92,457 | - | - | - | 50,737 | - | 15,315 | 14,328 | 10,220 | 3,036 | 93 | - |
| CIP0274 | Conveyor Parking Garage Joint Development | 0 | 1,075,168 | - | - | - | - | 1,004,220 | 36,113 | 33,786 | 24,100 | 7,158 | 193,665 | - |
| CIP0297 | Union Station Improvements | 3,928,000 | 366,992 | - | - | - | - | - | 139,637 | 130,640 | 93,185 | 27,677 | (24,024) | - |
| CIP0302 | Huntington Station Parking Garage Demolition | 420,000 | 44,940 | - | - | - | - | 37,123 | - | - | - | - | 7,818 | - |
| CIP0305 | Rail Passenger Facility State of Good Repair Program | 1,082,000 | 551,469 | - | - | - | - | - | 78,117 | 73,084 | 52,130 | 15,484 | 336,397 | - |
| CIP0307 | Station Platform Rehabilitation - Phase 2 | 0 | 383 | - | - | - | - | 383 | - | - | - | - | - | - |
| CIP0308 | Station Platform Rehabilitation - Phase 3 | 0 | 363,485 | - | 1,032 | - | - | - | - | - | - | - | - | - |
| CIP0310 | Station Platform Rehabilitation - Phase 4 | 6,443,000 | 6,431,317 | - | 16 | - | - | 133,802 | 514,501 | 481,354 | 343,345 | 101,979 | 41,558 | - |
| CIP0345 | Shady Grove Stairway Rehabilitation Program | 0 | (56,574) | - | - | - | - | - | 11,840,760 | 673,099 | 629,734 | 449,183 | 133,415 | (56,574) |
| CIP0352 | Rail Station Platform Canopy Rehabilitation Program | 0 | (90,638) | - | - | - | - | - | - | - | - | - | - | - |
| CIP0374 | Solar Site Improvements | 1,000,000 | 1,841,638 | - | - | - | - | - | 25,106 | 23,488 | 16,754 | 4,976 | (99,883) | - |
| CIP0379 | Silver Line Known Defects | 1,000,000 | 208,639 | - | - | - | - | - | 2,084,477 | - | - | - | (204,121) | - |
| CRB0013 | Potomac Yard Station Construction | 17,015,000 | 7,342,817 | - | - | - | - | 8,856,310 | 74,484 | 69,686 | 49,706 | 14,764 | (1,641,929) | - |
| CRB0019 | Silver Line Phase 1 | 0 | (1,191) | - | - | - | - | - | - | - | - | - | - | - |
| CRB0020 | Silver Line Phase 2 Construction Support | 0 | 2,754,288 | - | - | - | - | 3,120,955 | - | - | - | - | 7,594 | - |
| CRB0127 | Purple Line Construction Support | 9,688,640 | 3,551,353 | - | - | - | - | 3,212,004 | - | - | - | - | 380,391 | - |
| CRB0133 | Union Station Entrance Improvements | 0 | 644 | - | - | - | - | 644 | - | - | - | - | - | - |
| CRB0136 | McClean Station - New Entrance | 0 | 1,365,966 | - | - | - | - | 612,047 | - | - | - | - | 951,626 | - |
| CIP0015 | D&E Rail Station Improvements | 2,072,000 | 90,465 | - | - | - | 4,939 | - | 31,145 | 29,139 | 20,785 | 6,173 | 11,626 | - |
| CIP0016 | Future Platforms & Structures | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| Platforms & Structures | | 86,864,640 | 44,240,368 | 6,073,031.4 | 1,048.2 | - | 578,733.4 | 20,456,714.7 | 3,650,637.5 | 3,415,442.4 | 2,436,202.3 | 723,593.2 | (2,006,763.9) | - |
| CIP0072 | Elevator Rehabilitation Program | 6,592,000 | 1,354,557 | - | - | - | 742,352 | - | 18,358 | 19,623 | 13,095 | 3,869 | 607 | - |
| CIP0073 | Escalator Rehabilitation Program | 15,521,000 | 2,346,309 | - | 2,237,754 | - | - | 1,406,328 | 33,062 | 30,932 | 22,084 | 6,563 | (3,818) | - |
| CIP0132 | Escalator and Elevator Overhaul | 7,496,000 | 4,886,305 | - | - | - | - | 5,033,323 | - | - | - | - | 74,117 | - |
| CIP0185 | Escalator Replacement | 34,760,000 | 23,156,439 | - | 16,137,348 | - | - | 59,590 | 226,827 | 212,213 | 151,370 | 44,959 | 5,825,005 | - |
| Vertical Transportation | | 64,369,000 | 31,743,609 | - | 19,117,453.7 | - | - | 7,141,140.6 | 279,511.6 | 261,503.9 | 166,526.2 | 55,402.0 | 5,896,310.3 | (48,890) |
| CIP0074 | Parking Access and Collection Equipment Maintenance | 0 | (30,729) | - | - | - | 18,161 | - | - | - | - | - | - | - |
| CIP0145 | Facility Security Monitoring Equipment Program | 19,377,000 | 9,257,788 | - | - | - | - | - | 3,235,691 | 3,027,229 | 2,159,294 | 641,347 | 346,685 | - |
| CIP0151 | Rail Station Cooling Rehabilitation Program | 9,494,878 | 11,479,465 | 2,853,541 | - | - | - | 5,967,502 | 1,656 | 1,551 | 1,106 | 329 | 2,569,272 | - |
| CIP0219 | Rail Station Lighting Improvements | 29,980,000 | 14,647,331 | 1 | - | - | - | 12,920,158 | 105,978 | 99,150 | 70,723 | 21,006 | 2,227,835 | - |
| CIP0241 | Flood Resiliency Infrastructure Upgrades | 1,125,000 | 635,773 | - | - | - | - | 206,164 | 192,882 | 137,581 | 40,864 | 64,182 | - | - |
| CIP0242 | Rail System Drainage Rehabilitation Program | 15,099,260 | 8,896,874 | - | - | - | - | 8,881,759 | 52,768 | 49,369 | 35,214 | 10,459 | 719,790 | - |
| CIP0252 | Low Voltage Power State of Good Repair | 34,318,000 | 21,109,722 | 6,334,456 | - | - | - | 14,242,138 | 122,867 | 114,764 | 81,860 | 24,314 | 147,718 | - |
| CIP0255 | Fare Collection Modernization | 62,305,380 | 20,982,315 | 1,163,333 | - | - | - | 19,659,324 | 371,815 | 347,860 | 248,125 | 73,687 | (632,353) | - |
| CIP0258 | Station And Tunnel Fire Alarm Rehabilitation | 1,050,000 | 564,712 | - | - | - | - | - | 215,813 | 201,909 | 144,020 | 42,776 | 53,033 | - |
| CIP0272 | Digital Display and Wayfinding Improvements | 26,569,999 | 21,542,854 | - | - | - | - | 24,134,528 | 2,016 | 1,886 | 1,345 | 400 | (120,540) | - |
| CIP0276 | Art in Transit and Station Commercialization Program | 3,272,000 | 976,114 | - | - | - | 887,768 | - | - | - | - | - | 611,159 | - |
| CIP0341 | Rail System Standpipe Replacement Program | 14,262,050 | 4,771,268 | - | - | - | - | 4,639,683 | 289,526 | 252,162 | 179,865 | 53,423 | 516,398 | - |
| CIP0372 | Station Revitalization | 1 | (1,000) | - | - | - | - | - | - | - | - | - | (1,000) | - |
| CIP0019 | D&E Passenger Facility Improvements | 270,000 | 163,926 | - | - | - | - | 165,426 | - | - | - | - | (1,500) | - |
| Station Systems | | 217,638,578 | 114,776,383 | 10,351,332.5 | - | - | 905,928.7 | - | 90,610,518.1 | 4,584,096.4 | 4,288,782.5 | 3,059,133.2 | 906,614.1 | 6,451,689.9 |
| Stations and Passenger Facilities Investments | | 368,872,218 | 190,960,361 | 16,424,363.8 | 19,118,501.9 | - | 1,484,662.1 | - | 118,208,373.4 | 8,514,245.6 | 7,965,708.7 | 5,681,863.7 | 1,687,609.3 | 9,741,216.4 |

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

TABLE 4: CAPITAL PROGRAM CASH EXPENDITURES BY FUND SOURCE

| CIP | PROJECT NAME | FY2024 CURRENT BUDGET | FY2024 ACTUALS ¹ | FORMULA ^{2,4} | PRIIA ^{2,4} | OTHER FEDERAL ^{4,4} | SYSTEM PERFORMANCE ¹ | REIMBURSABLE/ PLANNING/ OTHER | DEBT | DISTRICT OF COLUMBIA DED. FUND ⁵ | STATE OF MARYLAND DED. FUND ⁵ | COMMONWEALTH OF VIRGINIA - NONRESTRICTED DED. FUND ⁵ | COMMONWEALTH OF VIRGINIA - RESTRICTED DED. FUND ⁵ | NET ACCRUALS ³ |
|---|---|-----------------------|-----------------------------|------------------------|----------------------|------------------------------|---------------------------------|-------------------------------|---------------------|---|--|---|--|---------------------------|
| CIP0006 | Bus Fleet Acquisition Program | 95,737,000 | 23,036,078 | 18,095,768 | - | 4,382,062 | - | - | 85,931 | 310,344 | 290,257 | 207,037 | 61,494 | (386,832) |
| CIP0015 | MicroAccess Fleet Acquisition | 14,207,000 | 611,885 | 2,047,976 | - | - | - | - | 90,347 | 80,347 | 84,556 | 60,292 | 17,908 | (1,677,625) |
| CIP0355 | Zero Emission Bus Acquisition and Evaluation | 10,552,000 | 8,868,162 | 3,120,675 | - | - | - | - | 5,524,801 | 7,712 | 7,215 | 5,147 | - | 97,566 |
| Acquisition | Bus Onboard Location Equipment and Software Program | 7,000,000 | 278,114 | 23,263,820.0 | - | 4,382,062.0 | - | - | 5,610,732.4 | 408,303.7 | 381,998.4 | 272,475.8 | 80,929.9 | (1,967,088.9) |
| CIP0002 | Bus Maintenance Facility and Equipment State of Good Repair Program | 5,912,000 | 1,562,434 | - | - | - | - | - | 278,422 | 269,489 | 262,127 | 179,840 | 53,415 | 675,120 |
| CIP0005 | Bus Vehicle Rehabilitation Program | 66,754,000 | 31,451,847 | 17,770,428 | - | 13,725 | - | - | 3,958,035 | 3,703,036 | 2,641,340 | 784,523 | - | 3,253,773 |
| CIP0007 | Bus Closed Circuit Television Replacement Program | 1,101,000 | 0 | 298 | - | - | - | - | - | - | - | - | - | - |
| CIP0143 | Bus Vehicle Preventive Maintenance | 1,000,000 | 0 | 298 | - | - | - | - | - | - | - | - | - | - |
| Maintenance/Overhaul | Shepherd Pkwy Bus CNG Facility | 81,767,000 | 33,282,395 | 17,770,725.9 | - | 13,725.2 | - | - | 278,422.5 | 4,326,811.1 | 4,048,952.9 | 2,887,437.4 | 857,617.6 | 3,928,594.9 |
| CIP0086 | Shepherd Pkwy Bus CNG Facility Replacement | 74,043,000 | 38,880,876 | 29,013,794 | - | - | - | - | 3,769,067 | 21,753 | 20,351 | 14,516 | 4,312 | 4,678,027 |
| CIP0311 | Four Mile Run Bus Garage Rehabilitation | 357,000 | 57,529 | - | - | - | - | - | 252,437 | - | - | - | - | (193,813) |
| CIP0315 | Northern Bus Garage Replacement | 126,702,000 | 39,380,025 | 33,903,937 | - | - | 788 | - | 2,757,351 | - | - | - | - | 955,991 |
| CIP0319 | Bus Maintenance Facility State of Good Repair Program | 0 | 595,702 | - | - | - | - | - | 246,377 | 15,254 | 14,271 | 10,179 | 3,023 | 308,378 |
| CIP0376 | Western Bus Garage Rehab | 0 | 670,550 | - | - | - | - | - | 365,325 | - | - | - | - | 165,153 |
| CIP0383 | Cinderbed Rd. Bus Garage | 0 | 1,229 | - | - | - | - | - | - | - | - | - | - | - |
| CIP0025 | D&E Bus Maintenance Facility Improvements | 100,000 | 223,460 | - | - | - | - | - | - | 55,846 | 52,248 | 37,268 | 11,069 | 67,027 |
| CIP0026 | Bus Maintenance Facilities | 0 | (569,723) | - | - | - | 14,530 | - | - | - | - | - | - | (584,252) |
| Maintenance Facilities | Bus Planning Studies Program | 201,202,000 | 79,240,657 | 62,817,731.1 | - | 15,317.1 | - | - | 7,389,557.6 | 93,212.6 | 87,207.3 | 62,204.1 | 18,475.7 | 5,396,511.8 |
| CIP0220 | Bus Planning Studies Program | 1,250,000 | 131,825 | - | - | - | 41,420 | - | - | - | - | - | - | - |
| CIP0221 | Bus Customer Facility Improvements | 14,210,000 | 2,523,242 | 350,702 | - | - | - | - | 1,780,732 | 102,370 | 95,774 | 68,315 | 20,291 | 225,013 |
| CIP0254 | Bus Priority Program Development | 4,420,000 | 1,961,565 | - | - | - | 484,169 | - | - | 566,773 | 530,258 | 378,228 | 112,340 | 4,158 |
| CIP0286 | Historic Bus Loop and Facility Rehabilitation | 0 | 29,073 | - | - | - | 45,225 | - | - | - | - | - | - | (16,152) |
| CIP0275 | New Carrollton Garage and Bus Bays | 52,054,000 | 8,932,941 | - | - | - | - | - | 20,754,528 | 3,785 | 3,541 | 2,526 | 750 | (7,197,623) |
| CIP0322 | Bus Passenger Facilities Systems Future | 0 | 22,382 | - | - | - | - | - | 10,472 | - | 9,798 | 6,969 | 2,076 | - |
| CIP0326 | Real-time Bus and Rail Data Feed Development | 0 | 5,405 | - | - | - | - | - | 1,930 | 1,805 | 1,805 | 1,288 | 382 | - |
| Passenger Facilities/Systems | Passenger Facilities/Systems | 71,934,000 | 13,606,443 | 350,701.5 | - | 570,813.9 | - | - | 22,625,664.4 | 685,329.4 | 641,176.5 | 457,345.1 | 135,839.2 | (6,984,604.5) |
| Bus Facilities and Paratransit Investments | Bus Facilities and Paratransit Investments | 475,939,000 | 158,655,621 | 104,302,978.5 | - | 4,392,062.0 | - | - | 35,904,976.9 | 5,513,656.7 | 5,159,435.1 | 3,679,462.4 | 1,092,892.4 | 373,413.7 |
| CIP0032 | Fare Media Encoders Improvements | 500,000 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| CIP0042 | Asset Management Software | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| CIP0043 | Bus and Rail Scheduling and Operations Software Improvements | 4,293,000 | 1,636,006 | - | - | - | - | - | 10,460 | 586,154 | 548,391 | 391,162 | 116,182 | 37,008 |
| CIP0049 | Technology Improvements for Administrative Functions | 0 | (243) | - | - | - | - | - | (243) | - | - | - | - | - |
| CIP0054 | Customer Electronic Communications and Outreach | 250,000 | (10,724) | - | - | - | - | - | - | (3,414) | (3,194) | (2,278) | (677) | (1,162) |
| CIP0056 | Rail Service Management Software Improvements | 0 | 2,405 | - | - | - | - | - | 3,066 | 2,869 | 2,869 | 2,046 | 608 | (6,184) |
| CIP0259 | Employee Timekeeping System | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| CIP0289 | Asset Management Software | 1,143,000 | 996,485 | - | - | - | - | - | 370,673 | 346,792 | 247,363 | 73,471 | (41,815) | (8,306,945) |
| CIP0330 | Information Technology Data Center | 26,236,000 | 14,380,489 | - | - | - | - | - | 22,852,712 | - | - | - | - | - |
| CIP0331 | Enterprise Resource Planning Software Replacement | 13,342,000 | 449,610 | - | - | - | - | - | 373,800 | - | - | - | - | 10,731 |
| CIP0342 | Information Technology Hardware State of Good Repair | 11,939,000 | 6,267,514 | - | - | - | - | - | 2,559,609 | 2,394,704 | 1,706,120 | 507,340 | (895,837) | - |
| CIP0343 | Information Technology Software State of Good Repair | 0 | 1,172 | - | - | - | - | - | 418 | - | 391 | 279 | 83 | - |
| CIP0354 | ePerformance and eCompensation Upgrades | 210,000 | 41,277 | - | - | - | - | - | 26,911 | 25,177 | 17,958 | 5,334 | (34,102) | - |
| CIP0357 | Cybersecurity Legacy Software Improvements | 3,481,000 | 2,015,133 | - | - | - | - | - | 733,335 | 686,089 | 489,381 | 145,354 | 737 | 1,328,789 |
| CIP0358 | Business Systems State of Good Repair | 14,208,000 | 6,748,736 | - | - | - | - | - | 2,409,299 | 2,254,078 | 1,607,812 | 477,547 | - | 1,328,789 |
| CIP0359 | Enterprise Technology Platforms State of Good Repair | 4,543,000 | 2,271,845 | - | - | - | 1,893,204 | - | - | - | - | - | - | 757,282 |
| CIP0360 | Transit Systems State of Good Repair | 10,283,000 | 4,828,411 | - | - | - | 4,606,486 | - | - | 79,227 | 74,123 | 52,871 | 15,704 | 804,735 |
| CIP0361 | Service Oriented Architecture (SOA) Program | 1,210,000 | 63,256 | - | - | - | 83,736 | - | - | - | - | - | - | - |

TABLE 4: CAPITAL PROGRAM CASH EXPENDITURES BY FUND SOURCE

| CIP | PROJECT NAME | FY2024 CURRENT BUDGET | FY2024 ACTUALS ¹ | FORMULA ^{2,4} | PRIMA ^{2,4} | OTHER FEDERAL ^{2,4} | SYSTEM PERFORMANCE ¹ | REIMBURSABLE/ PLANNING/ OTHER | DEBT | DISTRICT OF COLUMBIA DED. FUND ³ | STATE OF MARYLAND DED. FUND ³ | COMMONWEALTH OF VIRGINIA - NONRESTRICTED DED. FUND ³ | COMMONWEALTH OF VIRGINIA - RESTRICTED DED. FUND ³ | NET ACCRUALS ³ |
|---------|--|-----------------------|-----------------------------|------------------------|----------------------|------------------------------|---------------------------------|-------------------------------|---------------------|---|--|---|--|---------------------------|
| CIP0362 | IV&V Program | 200,000 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| CIP0363 | On-air Security | 1,500,000 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| CIP0384 | Smart IT Projects | 1,760,000 | 880,800 | - | - | - | 773,176 | - | - | - | - | - | - | - |
| CIP0029 | RFID Information Technology Investments | 9,537,106 | 605,146 | - | - | - | 1,172,186 | - | - | - | - | - | - | (1,167,041) |
| CIP0030 | Future Information Technology Projects | 2,995,000 | 222,181 | - | - | - | 222,181 | - | - | - | - | - | - | - |
| | Information Technology | 107,610,106 | 41,499,499 | - | - | - | 9,350,970.1 | - | 23,236,729.8 | 6,765,278.9 | 6,329,420.6 | 4,514,715.1 | 1,340,946.5 | (7,513,806.9) |
| CIP0102 | Police District III Substation | 0 | 3,587,498 | - | - | - | - | - | 3,843,947 | - | - | - | - | 25,131 |
| CIP0106 | Special Operations Division Facility | 1,990,000 | 431,731 | - | - | - | - | - | 47,865 | 128,707 | 120,415 | 85,891 | 25,511 | 23,341 |
| CIP0127 | Transit Police Support Equipment | 250,000 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| CIP0032 | Future Metro Transit Police Projects | 2,240,000 | 4,019,229 | - | - | - | - | - | 3,897,812.1 | 128,707.4 | 120,415.3 | 85,891.1 | 25,511.1 | 48,472.1 |
| CIP0009 | Service Vehicle Acquisition Program | 9,100,000 | 859,132 | - | - | - | - | - | 337,138 | 315,417 | 224,984 | 66,824 | 66,824 | (85,232) |
| CIP0010 | Environmental Compliance Program | 12,713,380 | 1,177,641 | - | - | - | - | - | 1,480,515 | 26,894 | 25,161 | 17,947 | 5,331 | (352,985) |
| CIP0030 | Currency Processing Machines | 0 | (4,910) | - | - | - | (4,910) | - | - | - | - | - | - | - |
| CIP0033 | Revenue Facility Equipment Replacement | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| CIP0034 | Revenue Collection Facility Rehabilitation | 0 | 125,366 | - | - | - | - | - | 764 | 145,274 | 135,914 | 96,946 | 28,795 | (282,326) |
| CIP0036 | Procurement Program Support | 13,044,000 | 5,666,638 | - | - | - | 5,666,451 | - | (446) | (418) | (418) | (88) | (88) | 13,056 |
| CIP0039 | System Planning and Development | 5,999,190 | 3,766,767 | - | - | - | 3,931,799 | - | - | - | - | - | - | 265,234 |
| CIP0099 | Joint Development Program Support | 2,172,000 | 1,232,929 | - | - | - | 1,500,289 | - | - | - | - | - | - | (244,472) |
| CIP0101 | Internal Compliance Capital Management Support | 1,200,000 | 321,343 | - | - | - | 321,239 | - | - | - | - | - | - | 104 |
| CIP0131 | Capital Program Financing Support | 1,030,000 | 291,764 | - | - | - | 291,764 | - | - | - | - | - | - | - |
| CIP0150 | Support Facility Fire System Rehabilitation | 4,294,000 | 1,931,545 | - | - | 621,836 | - | - | 371,789 | 283,551 | 246,572 | 175,877 | 92,239 | 38,012 |
| CIP0170 | Facility Roof Rehabilitation and Replacement | 7,421,000 | 6,162,759 | - | - | 146,888 | - | - | 5,649,819 | 78,537 | 73,477 | 52,410 | 15,567 | 648,146 |
| CIP0197 | Support Facility Improvements | 14,704,000 | 4,063,645 | - | - | - | - | - | 3,449,817 | 328,771 | 307,569 | 219,400 | 85,166 | (318,317) |
| CIP0212 | Sustainability/Resiliency Program | 4,710,000 | 1,165,181 | - | - | - | 1,395,213 | - | - | (26,526) | (24,817) | (17,702) | (5,258) | (32,444) |
| CIP0213 | Capital Program Development Support | 28,891,000 | 15,127,956 | - | - | - | 7,730,935 | - | - | 2,696,284 | 2,622,574 | 1,799,328 | 534,431 | (683,766) |
| CIP0231 | Good Luck Road Facility | 0 | (89,913) | - | - | - | - | - | - | - | - | - | - | (89,913) |
| CIP0270 | Capital Delivery Program Support | 34,855,000 | 18,006,868 | - | - | - | 19,355,446 | - | - | (176,584) | (165,207) | (35,001) | 321,462 | 321,462 |
| CIP0273 | Support Facility Rehabilitation | 4,240,000 | 1,462,993 | - | - | - | - | - | 1,276,648 | 82,459 | 77,146 | 55,028 | 16,344 | 7,530 |
| CIP0277 | Supply Chain Modernization | 1,760,000 | 0 | - | - | - | 4,490 | - | - | - | - | - | - | - |
| CIP0324 | Capital Program Financial Support | 3,100,000 | 4,490 | - | - | - | 4,490 | - | - | - | - | - | - | - |
| CIP0335 | Office Consolidation - District of Columbia | 17,686,080 | 9,944,960 | - | - | - | - | - | 14,831,628 | - | - | - | - | (3,172,718) |
| CIP0336 | Facility Energy Management Upgrades | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| CIP0337 | Office Consolidation - Virginia | 16,125,000 | 14,605,760 | - | - | - | - | - | 23,478,163 | - | - | - | - | (4,870,586) |
| CIP0338 | Office Consolidation - Maryland | 5,539,000 | 450,428 | - | - | - | - | - | 1,223,138 | - | - | - | - | (720,734) |
| CIP0339 | Rail Station Emergency Egress Improvements | 0 | 224,544 | - | - | - | - | - | - | 7,306 | 6,835 | 4,876 | 1,448 | - |
| CIP0347 | Accounting Capital Program Support | 2,358,000 | 1,205,336 | - | - | - | 1,233,252 | - | - | - | - | - | - | 3,992 |
| CIP0371 | West Falls Church Development | 500,000 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| CIP0373 | Operations Control Center Improvements and Relocations | 491,000 | 15,939,650 | - | - | - | - | - | 16,063,132 | 3,811 | 3,566 | 2,544 | 755 | 355,561 |
| CIP0377 | OCC Communications Strategy | 0 | (70,000) | - | - | - | - | - | - | - | - | - | - | (70,000) |
| CIP0378 | Metro Strategic Plan Update | 0 | 2,298,088 | - | - | - | 1,050,555 | - | - | 445,369 | 416,676 | 297,211 | 88,277 | - |
| CIP0382 | Content Management System Upgrade | 2,109,000 | 457,700 | - | - | - | 622,199 | - | - | - | - | - | - | - |
| CIP0385 | Business Improvement Projects - Non IT | 500,000 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| CRB0005 | Planning Support for the District of Columbia | 997,000 | 734,372 | - | - | - | - | 661,847 | - | - | - | - | - | 73,958 |
| CRB0009 | Planning Support for Maryland Jurisdictions | 931,000 | 447,442 | - | - | - | - | 267,563 | - | - | - | - | - | 190,563 |
| CRB0018 | Planning Support for Virginia Jurisdictions | 993,000 | 593,441 | - | - | - | - | 721,854 | - | - | - | - | - | (127,471) |
| CIP0034 | Future Support Equipment Projects | 500,000 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| | Support Equipment/Services | 197,992,660 | 108,005,904 | - | - | - | 43,100,730.8 | - | 67,824,413.0 | 4,211,837.1 | 3,940,486.2 | 2,810,711.1 | 834,828.6 | (9,113,377.9) |
| | Business and Operations Support Investments | 307,602,766 | 153,524,632 | - | - | - | 52,451,701 | - | 94,956,955 | 11,105,923 | 10,930,822 | 7,411,317 | 2,201,286 | (16,578,715) |
| | Total Capital Program | 2,209,907,332 | 834,940,232 | - | - | 38,927,144.5 | 67,200,650 | - | 18,183,923.0 | 42,428,615.1 | 39,695,118.9 | 28,314,148.0 | 8,409,779.4 | (11,158,012.7) |

1. The actuals in this table and Table 2, very slightly, from those presented in pages 4-17 and Table 1 of this report, due to the exclusion of some accruals.
2. Formulae, PRIMA, and Other Federal columns include local match contributions.
3. Accruals are not assigned a fund source in the funds management system.
4. This table represents the funding associated with expenses that are accounted for in FY24. Additional expenses from previous FYs have been funded by some of these fund sources.

TABLE 5: RECEIPT AND UTILIZATION OF JURISDICTIONAL CONTRIBUTIONS

| JURISDICTION | FY2024 BUDGETED ALLOCATION | Q2 CAPITAL CONTRIBUTION BILLED | Q2 CAPITAL CONTRIBUTION PAID ^{1,7} | YTD CAPITAL CONTRIBUTION BILLED ^{1,7} | YTD CAPITAL CONTRIBUTION PAID ^{1,7} | YTD UTILIZATION OF JURISDICTION CAPITAL CONTRIBUTION |
|--|----------------------------|--------------------------------|---|--|--|--|
| District of Columbia | \$106,179,334 | \$27,816,985 | \$33,148,880 | \$55,637,971 | \$53,832,922 | \$43,503,962 |
| Montgomery County | \$49,007,735 | \$12,006,895 | \$12,006,895 | \$24,846,922 | \$24,846,922 | \$20,079,525 |
| Prince George's County | \$50,534,504 | \$12,380,954 | \$12,380,954 | \$25,620,994 | \$25,620,994 | \$20,705,076 |
| Maryland Subtotal | \$99,542,239 | \$24,387,848.6 | \$24,387,848.6 | \$50,467,915 | \$50,467,915 | \$40,784,601 |
| City of Alexandria | \$13,356,885 | \$3,272,437 | \$3,272,437 | \$6,771,940 | \$6,771,940 | \$5,472,603 |
| Arlington County | \$24,064,919 | \$5,895,905 | \$5,895,905 | \$12,200,914 | \$12,200,914 | \$9,859,916 |
| City of Fairfax | \$749,872 | \$183,719 | \$183,719 | \$380,185 | \$380,185 | \$307,239 |
| Fairfax County | \$42,862,814 | \$10,501,389 | \$10,501,389 | \$21,731,447 | \$21,731,447 | \$17,561,819 |
| City of Falls Church | \$826,868 | \$202,583 | \$202,583 | \$419,222 | \$419,222 | \$338,786 |
| Loudoun County | \$5,680,292 | \$1,391,672 | \$1,391,672 | \$2,879,908 | \$2,879,908 | \$2,327,338 |
| Virginia Subtotal | \$87,541,649 | \$21,447,704.1 | \$21,447,704 | \$44,383,616 | \$44,383,616 | \$35,867,701 |
| Federal Formula Match & System Performance Subtotal | \$293,263,223 | \$73,654,538 | \$78,984,432 | \$150,489,502 | \$148,684,454 | \$120,156,264 |
| District of Columbia | \$49,500,000 | \$12,375,000 | \$12,375,000 | \$24,750,000 | \$24,750,000 | \$6,492,757 |
| State of Maryland | \$49,500,000 | \$12,375,000 | \$12,375,000 | \$24,750,000 | \$24,750,000 | \$6,492,757 |
| Commonwealth of Virginia | \$49,500,000 | \$12,375,000 | \$12,375,000 | \$24,693,951 | \$24,693,951 | \$6,478,053 |
| State and Local PRIIA Subtotal | \$148,500,000 | \$37,125,000 | \$37,125,000 | \$74,193,951 | \$74,193,951 | \$19,463,567 |
| District of Columbia | \$997,000 | \$244,265 | \$244,265 | \$505,479 | \$505,479 | \$661,847 |
| Montgomery County | \$458,360 | \$112,298 | \$112,298 | \$232,389 | \$232,389 | \$131,729 |
| Prince George's County | \$472,640 | \$115,797 | \$115,797 | \$239,628 | \$239,628 | \$135,633 |
| Maryland Subtotal | \$931,000 | \$228,095 | \$228,095 | \$472,017 | \$472,017 | \$267,563 |
| City of Alexandria | \$151,509 | \$37,120 | \$37,120 | \$76,815 | \$76,815 | \$110,139 |
| Arlington County | \$272,973 | \$66,878 | \$66,878 | \$138,397 | \$138,397 | \$198,435 |
| City of Fairfax | \$8,506 | \$2,084 | \$2,084 | \$4,313 | \$4,313 | \$6,183 |
| Fairfax County | \$486,199 | \$119,119 | \$119,119 | \$246,504 | \$246,504 | \$353,440 |
| City of Falls Church | \$9,379 | \$2,298 | \$2,298 | \$4,755 | \$4,755 | \$6,818 |
| Loudoun County | \$64,433 | \$15,786 | \$15,786 | \$32,667 | \$32,667 | \$46,839 |
| Virginia Subtotal | \$992,999 | \$243,285 | \$243,285 | \$503,451 | \$503,451 | \$721,854 |
| Project Planning Subtotal | \$2,920,989 | \$715,645 | \$715,645 | \$1,480,947 | \$1,480,947 | \$1,651,264 |
| District of Columbia² | \$178,500,000 | \$89,250,000 | \$89,250,000 | \$89,250,000 | \$89,250,000 | \$42,147,073 |
| State of Maryland | \$167,000,000 | \$42,585,000 | \$42,585,000 | \$85,170,000 | \$85,170,000 | \$40,220,349 |
| Commonwealth of Virginia - Non-Restricted | \$122,900,000 | \$29,798,682 | \$29,712,721 | \$59,511,403 | \$59,511,403 | \$28,103,433 |
| Commonwealth of Virginia - Restricted ³ | \$31,600,000 | \$8,826,318 | \$8,912,279 | \$17,738,597 | \$17,738,597 | \$8,376,806 |
| Commonwealth of Virginia Subtotal⁴ | \$154,500,000 | \$38,625,000 | \$38,625,000 | \$77,250,000 | \$77,250,000 | \$36,480,239 |
| Dedicated Funding Subtotal⁵ | \$500,000,000 | \$170,460,000.0 | \$81,210,000 | \$251,670,000 | \$251,670,000 | \$118,847,661 |
| Silver Line (MWAA) | \$7,900,000 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Potomac Yard (City of Alexandria) | \$12,600,000 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Purple Line (State of Maryland) | \$9,700,000 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Congestion Mitigation and Air Quality (Commonwealth of Virginia) | \$900,000 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Other | \$31,100,000 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Reimbursable and CMAQ Total⁶ | \$31,100,000 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Jurisdictional Contributions | \$975,764,222 | \$281,955,183 | \$198,035,077 | \$477,834,400 | \$476,029,352 | \$260,118,756 |

1. Excludes interest credits.
2. The District of Columbia is scheduled to pay Dedicated Funding biannually in the second and fourth quarters.
3. Commonwealth of Virginia - Restricted funding represents amounts remitted from the restricted fund sources.
4. The Commonwealth of Virginia makes dedicated funding payments monthly in arrears.
5. As of 12/31/23, bank balances were \$0.00 for the District of Columbia, \$6,281,278.39 for Maryland, \$10,579,301.76 for VA Restricted, and \$0.00 for VA Non-Restricted.
6. These programs are not billed in the quarterly billing process.
7. This table represents the funding associated with expenses that are accounted for in FY24. Additional expenses from previous FYs have been funded by some of these fund sources.



TABLE 6: CAPITAL BUDGET ADJUSTMENTS

| PCR # | Action Type | Date | CIP # | CIP Name | FY2024 Action | Outyears Action (FY2025-2029) | Total | Primary Reason for Change | Comments |
|---|----------------|--------|---------|---|------------------|-------------------------------|------------------|---------------------------|---|
| Amendments | | | | | | | | | |
| | Amendment | Jun-23 | CRB0013 | Potomac Yard Station | 4,400,000 | | 4,400,000 | Cost | Amendment approved by the Board to increase Potomac Yard budget due to changes in scope. |
| Total | | | | | 4,400,000 | | 4,400,000 | | |
| Administrative and Reprogramming | | | | | | | | | |
| 362 | Reprogramming | Jul-23 | CIP0242 | Rail System Drainage Rehabilitation Program | 750,000 | | 750,000 | Scope | Initiates a new capital project to install temporary pumps and pipes for the drainage pump stations at Van Ness and Judiciary Square. |
| 363 | Reprogramming | Jul-23 | CIP0294 | Bridge Rehabilitation Program | 1,000,000 | (1,000,000) | | Schedule | Accelerates budget to continue PM/CM support and permitting support for Trestle Bridge Demolition at Foundry Branch, Walthonding Lane, and Wilson Lane. |
| 366 | Reprogramming | Jul-23 | CIP0136 | Radio Infrastructure Replacement | 2,300,000 | | 2,300,000 | Scope | Adds scope to radio program to purchase 250 mobile radio for vehicles. |
| 368 | Reprogramming | Jul-23 | CIP0375 | Shaft Structural Rehabilitation | 715,000 | | 715,000 | Scope | Initiates new capital project to assess fall protection systems in shafts. |
| 377 | Reprogramming | Jul-23 | CIP0002 | Bus Onboard Location Equipment and Software Program | 66,000 | 15,348,000 | 15,414,000 | Schedule | Adjusts cash flow and increases budget for the replacement of Metrobus onboard location equipment and related software. |
| 381 | Reprogramming | Jul-23 | CIP8030 | Future Information Technology Projects | 960,000 | (2,630,000) | (1,670,000) | Schedule | Accelerates budget to start the consolidated Call Center Interactive Voice Response implementation. |
| 383 | Reprogramming | Jul-23 | CIP0279 | Railyard Shop Equipment Replacement | 2,200,000 | 2,200,000 | 4,400,000 | Scope | Initiates a new capital project to upgrade railcar hoists at Greenbelt. |
| 389 | Reprogramming | Jul-23 | CIP0043 | Bus and Rail Scheduling and Operation Software Improvements | 540,000 | 260,000 | 800,000 | Schedule | Accelerate budget to start Forms Digitization and Process Automation in FY24. |
| 398 | Reprogramming | Jul-23 | CIP0151 | Rail Station Cooling Rehabilitation Program | 200,000 | | 200,000 | Schedule | Accelerates and increases budget to start Cleveland Park Chiller Plant Sound Treatment in FY24. |
| 398 | Reprogramming | Jul-23 | CIP8016 | Future Platforms and Structures | | (123,000) | (123,000) | Schedule | Accelerates budget to start Cleveland Park Chiller Plant Sount Treatment in FY24. |
| 399 | Administrative | Jul-23 | CIP0059 | 8000-Series Railcar | | | | Scope | Adds scope to the 8000 Series Railcars for open gangways and aluminum carshells. |
| 396 | Administrative | Jul-23 | CIP0145 | Facility Security Monitoring Equipment | 75,000 | | 75,000 | Cost Estimate | Aligns the FY2024 Capital Program Budget with previously approved PCR #320. |
| 396 | Administrative | Jul-23 | CIP0241 | Flood Resiliency Infrastructure Upgrades | 1,125,000 | | 1,125,000 | Cost Estimate | Aligns the FY2024 Capital Program Budget with previously approved PCR #211. |
| 396 | Administrative | Jul-23 | CIP0254 | Bus Priority Program Development | 275,000 | (449,000) | (174,000) | Cost Estimate | Aligns the FY2024 Capital Program Budget with previously approved PCR #332. |
| 396 | Administrative | Jul-23 | CIP0256 | 7000-Series Railcars | 505,000 | | 505,000 | Cost Estimate | Aligns the FY2024 Capital Program Budget with previously approved PCR #347. |
| 396 | Administrative | Jul-23 | CIP0272 | Digital Display and Wayfinding Improvements | 18,320,000 | 110,000 | 18,430,000 | Cost Estimate | Aligns the FY2024 Capital Program Budget with previously approved PCRs #340 and #358. |
| 396 | Administrative | Jul-23 | CIP0277 | Supply Chain Modernization | 1,760,000 | (1,000,000) | 760,000 | Cost Estimate | Aligns the FY2024 Capital Program Budget with previously approved PCR #342. |
| 396 | Administrative | Jul-23 | CIP0337 | Office Consolidation - Virginia | 3,318,000 | | 3,318,000 | Cost Estimate | Aligns the FY2024 Capital Program Budget with previously approved PCR #360. |



TABLE 6: CAPITAL BUDGET ADJUSTMENTS

| PCR # | Action Type | Date | CIP # | CIP Name | FY2024 Action (FY2025-2029) | Outyears Action (FY2025-2029) | Total | Primary Reason for Change | Comments |
|---|----------------|--------|---------|--|-----------------------------|-------------------------------|--------------|---------------------------|--|
| 396 | Administrative | Jul-23 | CIP0348 | Aerial Structure Rehabilitation | 10,789,000 | | 10,789,000 | Cost Estimate | Aligns the FY2024 Capital Program Budget with previously approved PCR #353. |
| 396 | Administrative | Jul-23 | CIP0379 | D&E Railcar Acquisition | 1,000,000 | | 1,000,000 | Cost Estimate | Aligns the FY2024 Capital Program Budget with previously approved PCR #356. |
| 396 | Administrative | Jul-23 | CIP8019 | D&E Passenger Facility Improvements | | (910,000) | (910,000) | Cost Estimate | Aligns the FY2024 Capital Program Budget with previously approved PCR #211 and reassigns PID10303 from CIP8019 to CIP0241. |
| 396 | Administrative | Jul-23 | CIP0355 | Zero Emission Bus Acquisition and Evaluation | 1,900,000 | | 1,900,000 | Cost Estimate | Aligns the FY2024 Capital Program Budget with previously approved PCR #334 and reassigns PID11859 from CIP8021 to CIP0355. |
| 362, 363, 366, 368, 377, 381, 383, 389. | Reprogramming | Jul-23 | CIP0247 | Emerging Needs and Emergency Construction | (47,798,000) | (11,806,000) | (59,604,000) | | Uses emerging System Rehabilitation to support a newly identified need. |
| 361 | Administrative | Aug-23 | CIP0246 | General Engineering | (8,353,000) | | (8,353,000) | Scope | Reassigns scope for bridge inspections from CIP0246 to CIP0294. |
| 361 | Administrative | Aug-23 | CIP0294 | Bridge Rehabilitation Program | 9,853,000 | | 9,853,000 | Scope | Reassigns scope for bridge inspections from CIP0246 to CIP0294 and increases budget to support additional bridge inspection scope. |
| 376 | Reprogramming | Aug-23 | CIP0145 | Facility Security Monitoring Equipment Program | 4,600,000 | | 4,600,000 | Scope | Initiates new capital project to install platform end gate cameras at 42 stations. |
| 390 | Reprogramming | Aug-23 | CIP0258 | Station and Tunnel Fire Alarm Rehabilitation | 1,050,000 | 110,000 | 1,160,000 | Scope | Initiates a new capital project and advances designs to replace fire doors at Forest Glen Station. |
| 391 | Administrative | Aug-23 | CIP8029 | D&E Information Technology Improvements | (2,109,000) | (14,091,000) | (16,200,000) | Scope | Reassigns scope for customer-facing digital technology demonstration to CIP0382. |
| 391 | Administrative | Aug-23 | CIP0382 | Digital Signage Hardware and Software | 2,109,000 | 14,091,000 | 16,200,000 | Scope | Reassigns scope from CIP8029 and uses available budget to support a customer-facing digital technology demonstration. |
| 401 | Reprogramming | Aug-23 | CIP0150 | Support Facility Fire System Rehabilitation | 930,000 | (930,000) | | Schedule | Accelerates budget to configure and install a new fire alarm in the Grosnevor Parking Garage. There is no change to total budget. |
| 402 | Reprogramming | Aug-23 | CIP0219 | Rail Station Lighting Improvements | (30,000,000) | 30,000,000 | | Schedule | Adjusts cashflow for Station Platform Edge Lighting Replacement. There is no change to total budget. |
| 403 | Administrative | Aug-23 | CIP0063 | Rail Vehicle Scheduled Maintenance Program | (2,000,000) | | (2,000,000) | Cost Estimate | Reassigns scope for Automatic Wayside Inspection System (AWIS) from CIP0063 to CIP0067. |
| 403 | Administrative | Aug-23 | CIP0067 | Rail Vehicle Safety & Reliability Improvements | 2,000,000 | | 2,000,000 | Cost Estimate | Reassigns scope for Automatic Wayside Inspection (AWIS) from CIP0063 to CIP0067. |
| 405 | Reprogramming | Aug-23 | CIP8011 | D&E Fixed Rail Improvements | 267,000 | | 267,000 | Scope | Adds scope to advance Turnout Frog Alternative Design. |
| 407 | Reprogramming | Aug-23 | CIP0269 | Asset Management Software | 752,000 | (752,000) | | Schedule | Accelerates budget for staff augmentation to finish Bus maintenance module in the asset management system. There is no change to total budget. |
| 408 | Reprogramming | Aug-23 | CIP0272 | Digital Display and Wayfinding Improvements | 7,000,000 | | 7,000,000 | Cost Estimate | Increases budget for Passenger Information Display upgrades at Metro Center, Gallery Place, and L'enfant Plaza stations. |



TABLE 6: CAPITAL BUDGET ADJUSTMENTS

| PCR # | Action Type | Date | CIP # | CIP Name | FY2024 Action | Outyears Action (FY2025-2029) | Total | Primary Reason for Change | Comments |
|---|-------------------------------|--------|---------------|--|---------------|-------------------------------|--------------|---------------------------|---|
| 410 | Reprogramming | Aug-23 | CIP8019 | D&E Passenger Facility Improvements | 270,000 | (270,000) | | Schedule | Accelerates budget to start Silver Line Phase 1 Signage Condition Assessment Survey in FY24. |
| 411 | Reprogramming | Aug-23 | CIP0127 | Transit Police Support Equipment | 1,110,000 | | 1,110,000 | Schedule | FY23 to FY24 cashflow adjustment for MTPD Body Cameras. There is no change to total project cost. |
| 412 | Reprogramming | Aug-23 | CIP8030 | Future Information Technology Projects | 1,000,000 | (750,000) | 250,000 | Schedule | Accelerates and increases budget to start Applicant Tracking System Implementation. |
| 415 | Reprogramming | Aug-23 | CIP8013 | D&E Track Structures Improvements | 195,000 | | 195,000 | Schedule | FY23 to FY24 cashflow adjustment for Blue/Orange/Silver Corridor Capacity and Reliability Improvement Study. There is no change to total project cost. |
| 420 | Reprogramming | Aug-23 | CIP0197 | Support Facility Improvements | 750,000 | | 750,000 | Schedule | Accelerates and increases budget to start implementation of Shepherd Parkway Exhaust Fan Access. |
| 361, 376, 390, 401, 402, 405, 407, 408 | Reprogramming | Aug-23 | CIP0247 | Emergency Construction and Emerging Needs Program | 10,576,000 | (27,408,000) | (16,832,000) | | Uses emerging System Rehabilitation to support a newly identified need. |
| | | | Sep-23 | | | | | | No reprogramming actions approved in September 2023. |
| 380 | Reprogramming | 23-Oct | CIP0331 | Enterprise Resource Planning Software Replacement | 10,150,000 | | 10,150,000 | Cost | Increases budget for staff support within Enterprise Resource Planning (ERP) Replacement. |
| 387 | Reprogramming | 23-Oct | CIP0380 | CBTC Strategic Program Implementation Plan Development | 3,070,000 | 10,230,000 | 13,300,000 | Schedule | Accelerates and increases budget for CBTC Strategic Program Implementation Plan. Scope for signaling system strategic program reassigned from CIP0251 to CIP0380. |
| 387 | Reprogramming | 23-Oct | CIP0251 | Automatic Train Control State of Good Repair | | -7,346,000 | -7,346,000 | Schedule | Accelerates budget for CBTC Strategic Program Implementation Plan. Scope for signaling system strategic program is reassigned from CIP0251 to CIP0380. |
| 409 | Reprogramming | 23-Oct | CIP0255 | Fare Collection Modernization | 6,803,000 | | 6,803,000 | Cost | Increases budget for the Farebox Replacement Project to purchase additional fare validators to support system-wide all door boarding. |
| 416 | Administrative | 23-Oct | CIP8030 | Future Information Technology Projects | | -450,000 | -450,000 | Scope | Reassigns scope for labor management case system from CIP8030 to CIP0385. |
| 416 | Reprogramming, Administrative | 23-Oct | CIP0385 | Labor and Employee Relations Case Management | 500,000 | | 500,000 | Schedule | Accelerates and increases budget to implement the Labor and Employee Relations Case Management System in FY24. Also reassigns scope for labor management case system from CIP8030 to CIP0385. |
| 421 | Reprogramming | 23-Oct | CIP0284 | Railyard Facility and Site Rehabilitation | 200,000 | | 200,000 | Scope | Adds project scope for Greenbelt Yard Paint Shop Sewage Lift Station Design. |
| 423 | Reprogramming | 23-Oct | CIP0221 | Bus Customer Facility Improvements | 1,335,000 | | 1,335,000 | Scope | Initiates a new capital project to demonstrate standalone and pole mounted bus stop seats at bus stops without shelters. |
| 426, 430 | Reprogramming | 23-Oct | CIP0272 | Digital Display and Wayfinding Improvements | 250,000 | | 250,000 | Scope | Initiates a new capital project to repair or replace vandalized digital advertising displays and capital project to repair the bus loop at Friendship Heights station. |
| 427 | Reprogramming | 23-Oct | CIP0073 | Escalator Rehabilitation Program | -5,400,000 | | -5,400,000 | Scope | Reprograms available budget for replacement escalators at Navy Yard. |



TABLE 6: CAPITAL BUDGET ADJUSTMENTS

| PCR # | Action Type | Date | CIP # | CIP Name | FY2024 Action | Outyears Action (FY2025-2029) | Total | Primary Reason for Change | Comments |
|--|---------------|--------|---------|--|---------------|-------------------------------|-------------|---------------------------|--|
| 427 | Reprogramming | 23-Oct | CIP0185 | Escalator Replacement Program | | 13,907,000 | 13,907,000 | Scope | Adds scope for replacement escalators at Navy Yard. |
| 429 | Reprogramming | 23-Oct | CIP0384 | Microsoft Environment Modernization and Transformation | 1,760,000 | 880,000 | 2,640,000 | Scope | Initiates capital project to modernize Metro's Microsoft digital ecosystem. |
| 431 | Reprogramming | 23-Oct | CIP0007 | Bus Closed Circuit Television Replacement Program | -12,000,000 | 12,000,000 | | Schedule | Adjusts cashflow for Metrobus Camera Replacement. There is no change to total budget. |
| 431 | Reprogramming | 23-Oct | CIP0010 | Environmental Compliance Program | -5,000,000 | 5,000,000 | | Schedule | Adjusts cashflow for Pollution Prevention at Alexandria and Shady Grove Yards, as well as New Hampshire Avenue Chiller Plant Groundwater Treatment. There is no change to total budget. |
| 433 | Reprogramming | 23-Oct | CIP0242 | Rail System Drainage Rehabilitation Program | 975,000 | -975,000 | | Schedule | Accelerates budget for temporary drainage pump stations at Friendship Heights and Forest Glen and drainage pump station design replacement at Friendship Heights, Forest Glen, Van Ness, Judiciary Square, Gallery Place, and Fort Totten. |
| 380, 387, 409, 416, 421, 423, 426, 427, 429, 430, 431, 433 | Reprogramming | 23-Oct | CIP0247 | Emergency Construction and Emerging Needs Program | -2,643,000 | -33,246,000 | -35,889,000 | Scope | Uses emerging System Rehabilitation to support a newly identified need. |
| | | | | | Nov-23 | | | | No reprogramming actions approved in November 2023. |
| | | | | | Dec-23 | | | | No reprogramming actions approved in December 2023. |
| Total | | | | | | | | | |

Action Type Definitions

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

Administrative: actions taken for internal tracking or management purposes.

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



TABLE 7: PROCUREMENT ACTIONS

| Date | CIP | Contract Number | Description | Vendor | Action Type | Amount |
|------------|---------|--|--|--|--------------|--------------|
| 10/6/2023 | CIP0088 | FMCAP21066 | Phase 4 Escalator Canopies and Stairs PCO 008 Mod 02 | Clark Construction Group, LLC | Modification | \$0 |
| 10/6/2023 | CIP0088 | FMCAP21066 | Phase 4 Escalator Canopies and Stairs PCO 008 Mod 02 | Clark Construction Group, LLC | Modification | \$0 |
| 10/6/2023 | CIP0170 | FQ19021 | FQ19021-24-002 - Roof Replacement D90 Annex Building B at New Carrollton Yard. | DJB Contracting, Inc. | Task Order | \$1,319,247 |
| 10/10/2023 | CIP0006 | FQ18033 | CO3 Procurement Support Services for WMATA | HNTB Corporation | Modification | \$0 |
| 10/10/2023 | CIP0076 | FQ17165 | Blue Line Traction Power PCO 023 Mod 030 J03TP2 Delays due to POWR-005 Testing. PICO No. 3246 | C3M Power Systems LLC | Modification | \$1,500,000 |
| 10/10/2023 | CIP0006 | FQ18033 | CO3 Procurement Support Services for WMATA | HNTB Corporation | Modification | \$0 |
| 10/10/2023 | CIP0076 | FQ17165 | Blue Line Traction Power PCO 023 Mod 030 J03TP2 Delays due to POWR-005 Testing. PICO No. 3246 | C3M Power Systems LLC | Modification | \$1,500,000 |
| 10/10/2023 | CIP0170 | FQ19021 | FQ19021-24-003 Roof Replacement at smaller facilities in MD and DC (13 Locations) | DJB Contracting, Inc. | Task Order | \$2,584,488 |
| 10/11/2023 | CIP0247 | FQ19273 | Small Business Set Aside GC MATOC - Shady Grove Traction Power Room Water Leak | Consolidated Construction and Engineering | Modification | \$18,129 |
| 10/11/2023 | CIP0247 | FQ19273 | Small Business Set Aside GC MATOC - Shady Grove Traction Power Room Water Leak | Consolidated Construction and Engineering | Modification | \$18,129 |
| 10/11/2023 | CIP0262 | FIRPG211179 | Tunnels and Shafts Water Leak Mitigation, Lines A&B | Sovereign Hydroseal East Inc. | Modification | \$104,286 |
| 10/12/2023 | CIP0253 | FIRPG211191 | Batteries. PICO No. 2612 | C3M Power Systems LLC | Modification | \$190,000 |
| 10/12/2023 | CIP0332 | FQ18050 (B) | Cable Supply - IDIQ Category (B) Single Conductor (Power Cables) - Overages | Physman Group Specialty Cables LLC | Modification | \$8,704 |
| 10/12/2023 | CIP0348 | FIRPG211113 | Structural Priorities Package A - Mod 37 - Grosvenor Deck Cleaning and Drainage Basket Installation. PICO No. 4083 | W M Schlosser Co. Inc. | Modification | \$124,256 |
| 10/13/2023 | CIP0073 | FRBIR222275 | ELES Electrician Labor / Scaffolding - New OFS- Year 2 | C3M Power Systems, LLC | Task Order | \$103,804 |
| 10/13/2023 | CIP0185 | FRBIR222275 | ELES Electrician Labor / Scaffolding - New OFS- Year 2 | C3M Power Systems, LLC | Task Order | \$544,102 |
| 10/13/2023 | CIP0256 | FQ16036 | FQ16036-24-004 CTF 7K Simulator Training Room B136 | Signature Renovations | Task Order | \$639,923 |
| 10/16/2023 | CIP0088 | FMCAP211066 | Phase 4 Escalator Canopies and Stairs PCO 003 Mod 03 | Clark Construction Group, LLC | Modification | \$559,188 |
| 10/19/2023 | CIP0221 | FQ16036 | FQ16036-24-001 Bus shelter Replacement at 4 Locations | Potomac Construction Co. | Task Order | \$4,155,000 |
| 10/19/2023 | CIP0073 | FRBIR222275 | ELES Electrician Labor /Scaffolding - First OFS Year 1 | C3M Power Systems, LLC | Task Order | \$111,670 |
| 10/20/2023 | CIP0170 | FQ19021 | FQ19021-24-004 Roof Replacement E93 Plant Maintenance Building | Harbor Roofing and Contracting Inc. | Task Order | \$1,635,900 |
| 10/23/2023 | N/A | FBPLN222297-SV | Accessible Transportation Services | Benon/Falcon Transport | Modification | \$421,575 |
| 10/25/2023 | Various | FQ15190A FQ15190B FQ15190C FQ15190D | FQ15190 A/E General Planning Services Master Contract - No Cost Extension | AECOM Technical Services, Inc. HNTB Corporation | Modification | \$0 |
| 10/25/2023 | CIP0221 | FQ16036 | FQ16036-24-005 Friendship Heights Bus Loop Repair Support Services | Parsons Transportation Group Inc. WSP USA | Modification | \$396,264 |
| 10/26/2023 | CIP0136 | FQ18033 | 20-FQ18033-ENGA-0016 CO-02 - Radio Program Engineering | Potomac Construction | Task Order | \$11,434,656 |
| 10/26/2023 | CIP0375 | FQ18033 | PM/CM Support for tunnel Vent Shaft Rehabilitation - Group 1 | AEST | Task Order | \$6,848,343 |
| 10/27/2023 | CIP0136 | FQ15000 | 700 MHz Communication System - Mod 099 PCO 107 - Fiplex Spare Bonds. PICO No. 4184 | DHA RKK JV | Task Order | \$1,944,259 |
| 10/27/2023 | CIP0136 | FQ15000 | 700 MHz Communication System - Mod 068 PCO 073 - Shady Grove RF Site Improvements. PICO No. 4129 | Motorola Solutions Inc. | Modification | \$2,843,608 |
| 10/27/2023 | CIP0145 | FQ19172 | GEC On-Call Design Services | Motorola Solutions Inc. | Modification | \$222,954 |
| 10/27/2023 | CIP0136 | FQ18033 | 21-FQ19172-FACL-007 - CO-02 Part 3 - CCTV at 4 Rail Yards Optic Cable and MetroBox Installation Contract | AECOM | Modification | \$8,052,687 |
| 10/30/2023 | CIP0253 | FIRPG211191 | Traction Power - SOGR-1 - Mod 004 PCO 011 A14P2 and A15TP Additional AC Breaker. PICO No. 4005 | AEST | Modification | \$322,000 |
| 10/31/2023 | CIP0024 | F240000203 | Concrete Testing Services | C3M Power Systems, LLC Kim Engineering | New Contract | \$47,503 |
| 11/2/2023 | N/A | FBPLN222297-SV | Accessible Transportation - Base Year 2 | Falcon Transportation | Modification | \$214,000 |



TABLE 7: PROCUREMENT ACTIONS

| Date | CIP | Contract Number | Description | Vendor | Action Type | Amount |
|------------|------------------|------------------|---|---|--------------|--------------|
| 11/2/2023 | CIP0211 | FQ19273D | FQ19273-22-001: Replace Vandalized Bus Shelter Panels PCO03 PICO No. 4065 | ADP Consultants, Inc. | Modification | \$36,911 |
| 11/3/2023 | CIP0102 | FQ16036A | FQ16036-22-001: Mod 6 Install Exterior Perimeter Drain PCO 07 PICO No. 4192 | Potomac Construction Co Inc. | Modification | \$179,083 |
| 11/3/2023 | N/A | CIT01233567 | Staff Augmentation | Computer Aid, Inc. | Task Order | \$2,544,960 |
| 11/3/2023 | CIP0145 | FATOC222351 | FATOC222351-24-001 Anacostia Parking Garage ESS Upgrades | James Electric Control | Task Order | \$1,085,000 |
| 11/6/2023 | CIP0271 | FQ17044A | FQ17044-22-001: PCO 002 - PVM Engineer stamp drawings. PICO No. 3811 | Aldridge Electric Inc. | Modification | \$15,311 |
| 11/6/2023 | CIP0272 | FQ19273 | FQ19273-23-001: Dulles Airport Wayfinding Signage Project. PICO No. 3977 | ADP Consultants, Inc. | Modification | \$5,945 |
| 11/7/2023 | CIP0348 | FIRPG21113 | Structural Priorities Package A - DG CSX Crossing Agreement Allowance PICO No. 4165 | W. M. Schlosser Co. Inc. | Modification | \$0 |
| 11/8/2023 | CIP0218 | FQ18033 | FQ19172-ARCH-002: Metro Entrance Gates Replacement - CO-02 | CSI Engineering | Modification | -\$18,726 |
| 11/9/2023 | N/A | CCONS222288 | Project Management Software System | Procore Technologies, Inc. | Modification | \$0 |
| 11/13/2023 | CIP0087 | FRBIR222275 | ELES Electrician Labor/Scaffolding - Station Renovation - New OFS Year 2 | C3M Power Systems, LLC | Task Order | \$211,878 |
| 11/13/2023 | CIP0332 | FRBIR222275 | Electrician Labor/Scaffolding Radio - New OFS - Year 2 | C3M Power System, LLC | Task Order | \$9,251,541 |
| 11/13/2023 | CIP0253 | FRBIR222275 | Electrician Labor/Scaffolding TP SOGR - New OFS - Year 2 | C3M Power Systems, LLC | Task Order | \$12,413,822 |
| 11/13/2023 | CIP0252 | FRBIR222275 | Electrician Labor/Scaffolding AC SOGR - New OFS - Year 2 | C3M Power System, LLC | Task Order | \$2,381,434 |
| 11/14/2023 | CIP0252 | ATOC233278-E | General Contracting - Multiple Award Task Order Contract 5 of 5 | W. M. Schlosser Co Inc. | New Contract | \$50,000 |
| 11/14/2023 | CIP0252 | ATOC233278-D | General Contracting - Multiple Award Task Order Contract 4 of 5 | Signature Renovations LLC | New Contract | \$50,000 |
| 11/14/2023 | CIP0252 | ATOC233278-A | General Contracting - Multiple Award Task Order Contract 1 of 5 | F. H. Paschen, S.N. Nielsen & Assoc., LLC | New Contract | \$50,000 |
| 11/14/2023 | CIP0252 | ATOC233278-B | General Contracting - Multiple Award Task Order Contract 2 of 5 | Kiewit Infrastructure Company | New Contract | \$50,000 |
| 11/14/2023 | CIP0252 | ATOC233278-C | General Contracting - Multiple Award Task Order Contract 3 of 5 | Potomac Construction Co Inc. | New Contract | \$50,000 |
| 11/15/2023 | 0009 | CSVMT2333032C-SV | Flabed Truck Modification | All Roads | Modification | \$13,914 |
| 11/15/2023 | CIP0256, CIP0004 | FQ18033 | Center of Excellence Department Development Support | AECOM/STV | Task Order | \$1,092,780 |
| 11/16/2023 | CIP0015 | FACCS222159-DWG | Metro Access Next Generation Vehicles | Model 1 Commercial Vehicles, Inc. | New Contract | \$22,889,500 |
| 11/20/2023 | CIP0348 | FQ18033 | 21-FQ18033-ENGA-0017: Engineering Support for Construction Phase Services and Bid Support - CO-15 Rev 1 | PTGC | Modification | \$689,328 |
| 11/20/2023 | 0252_1 | FQ19152 | UPS | Benning Power Electronics | Modification | \$1,848,000 |
| 11/21/2023 | CIP0253 | FIRPG211191 | Traction Power - SOGR-1 - Mod 05 C99 DTS System PICO No. 2753 | C3M Power Systems, LLC | Modification | \$147,500 |
| 11/21/2023 | CIP0378 | FQ18033 | FQ18033-PPI-0001: CO#8 - WMATA Strategic Transformation Planning and Support | HNTB Corporation | Modification | \$0 |
| 11/21/2023 | CIP0213 | FQ18033 | 21-FQ18033-CSCM-0004: Content & Strategic Comm Master Agreement for On-Call Services - CO-23 | DHRK | Modification | \$499,633 |
| 11/21/2023 | N/A | FCPPM200214-W01 | Option for 3rd set of 400 Rear Door Readers | Cubic Transportation | Option | \$1,992,400 |
| 11/21/2023 | CIP0024 | CCSCM211074 | Task 43 December 2023 Red Line Construction | Sharp & Co., Inc. | Task Order | \$606,894 |
| 11/21/2023 | CIP0375 | FQ19172 | FQ19172-CVST-001: Shaft Fall Protection Assessment and Remediation | CSI Engineering | Task Order | \$973,861 |
| 11/29/2023 | CIP0005 | FBMNT244055 | Seat Drivers, WMATA Item ID 972560518 | The Aftermarket Parts Company LLC | New Contract | \$336,785 |
| 11/30/2023 | CIP0132 | FQ19258 | Six Month Extension of FQ19258 | Elevator Cable and Supply Corporation (ECS) | Modification | \$0 |
| 11/30/2023 | CIP0348 | FIRPG211113 | Structural Priorities Package A - Drainage Basket . PICO No. 4082 | W. M. Schlosser Co. Inc. | Modification | \$26,205 |
| 12/1/2023 | CIP0355 | 7759 | Lo-No Emissions Grant Program | Center For Transportation and Environment | Modification | \$39,496 |
| 12/1/2023 | CIP0010 | ATOC233278 | 3421 Pennsy Drive Pavement and Stormwater Management | F. H. Paschen, S.N. Nielsen & Associates, LLC | Task Order | \$5,579,359 |



TABLE 7: PROCUREMENT ACTIONS

| Date | CIP | Contract Number | Description | Vendor | Action Type | Amount |
|------------|---------|-------------------|---|-------------------------|--------------|-------------|
| 12/5/2023 | CIP0253 | FRBIR222276 | ELECTRICIAN LABOR SERVICES AND SCAFFOLDING Orders-For-Services (OFS) | C3M POWER SYSTEMS, LLC | Task Order | \$901,647 |
| 12/6/2023 | CIP0241 | FRBIR222276 | ELECTRICIAN LABOR SERVICES AND SCAFFOLDING Orders-For-Services (OFS) | C3M POWER SYSTEMS, LLC | Task Order | \$2,684,004 |
| 12/8/2023 | CIP0024 | C20088B | 2023 Red Line Core Winter Shuttle Operations PICO 4266: | Yankee Lines | Task Order | \$1,959,125 |
| 12/11/2023 | CIP0197 | CIPRG211139 | Data Center Shutdown Temporary Cooling | W.M. Schlosser | Modification | \$135,000 |
| 12/14/2023 | CIP0038 | C20102B-22-T00015 | CSI Program Support Part 2 - Bus Data & Fare and Service Model Spare Parts for Option Year 4 for SR2572 (40ft Low-Floor Clean | Cambridge Systematics | Modification | \$234,327 |
| 12/14/2023 | CIP0006 | FQ18001 | Diesel Heavy-Duty Transit Buses) | New Flver America, Inc. | Modification | \$490,801 |
| 12/15/2023 | CIP0255 | COBTR233336 | Modernization to wmata.com | Reingold, Inc. | New Contract | \$3,191,238 |
| 12/21/2023 | CIP0256 | CQ19284 | This contract modification allows for a schedule change and relocation of storage as the WMATA rooms are unavailable. Storage will be at WMATA warehouse. Ownership of materials remains with CITEF until installation and acceptance by WMATA. | CITEF | Modification | \$0 |
| 12/28/2023 | CIP0009 | CSVMT233032A-SV | Service Vehicles - Lindsay Ford price increase | Lindsay Ford | Modification | \$46,700 |

