

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY



**FY2022 – FY2027
APPROVED CAPITAL
IMPROVEMENT PROGRAM**



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CAPITAL INVESTMENT STRATEGY

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

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

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

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

Capital Strategy

Metro's Capital Strategy is to:

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

Capital Investment Priorities - Safety and Reliability

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

After many decades of deferred maintenance and underinvestment, Metro accumulated a significant backlog of overdue safety and state of good repair needs. Capital investments successfully implemented over the last several years like SafeTrack, the 7000 series railcar acquisition, and the Platform Improvement Program have reduced the backlog and improved performance and reliability.

Metro has more work to do to catch up on overdue state of good repair needs – including rehabilitation and replacement of platforms, bridges, power upgrades, signal and communications systems, and facilities. At the same time, Metro is focused on sustaining safety and state of good repair of all system assets through recurring lifecycle maintenance, rehabilitation and replacement programs.

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

Financial Accountability

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

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



CAPITAL PROGRAM HIGHLIGHTS

Capital Improvement Program Highlights

Metro's approved \$12.3 billion FY2022-FY2027 CIP and \$2.6 billion FY2022 Capital Budget focus capital investment on safety, security, state of good repair and reliability of Metrorail, Metrobus, and MetroAccess and the facilities, infrastructure and systems that support our transit network. Highlights of priority CIP investments to restore, modernize and sustain the system include:

Metrorail

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

Metrobus

- Bus Vehicle Replacement and Rehabilitation
- Replacement of Obsolete Bus Divisions at Northern & Bladensburg & Planning for Western
- Zero Emission Bus Program to Test and Evaluate Technology & Prepare for Larger Scale Deployment
- Bus Customer Facility Improvements – Bus Stops, Transit Centers and Customer Information
- Roadway and Signal Improvements for Bus Priority (with jurisdictions)
- Replacement of Bus Fareboxes (including test of rear-door payment technology)

MetroAccess

- Lifecycle Replacement of Paratransit Vehicles

Operations and Business Support

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

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

Metro's CIP is grouped into six major investment categories: Railcars and Railcar Facilities; Rail Systems; Track & Structures; Stations & Passenger Facilities; Bus, Bus Facilities and Paratransit; and Business and Operations Support. Detailed CIP project and program information is included in this publication beginning on page 18 for the CIP and page 163 for the 10-Year Plan.



Six-Year CIP by Investment Category

Capital Investment Categories (\$M)	FY2022 Budget	FY2023 Plan	FY2024 Plan	FY2025 Plan	FY2026 Plan	FY2027 Plan	6-Year Total
Railcar & Railcar Facilities	\$342.3	\$346.1	\$437.0	\$530.1	\$516.5	\$422.5	\$2,594.5
Rail Systems	\$272.8	\$337.5	\$307.6	\$256.5	\$202.9	\$213.4	\$1,590.7
Track & Structure Rehabilitation	\$342.9	\$456.1	\$259.1	\$235.9	\$236.5	\$267.1	\$1,797.7
Stations & Passenger Facilities	\$792.3	\$530.4	\$354.0	\$301.9	\$267.8	\$272.1	\$2,518.5
Bus, Bus Facilities & Paratransit	\$294.3	\$388.1	\$466.7	\$417.9	\$183.9	\$195.9	\$1,946.9
Business & Operations Support	\$545.6	\$467.9	\$239.3	\$206.4	\$220.3	\$207.4	\$1,886.8
Total Capital Investments	\$2,590.1	\$2,526.1	\$2,063.7	\$1,948.7	\$1,628.0	\$1,578.4	\$12,335.0
Revenue Loss from Capital Projects	\$17.0	\$10.0	\$10.0	\$10.0	\$10.0	\$10.0	\$67.0
Debt Service - Dedicated Funding ¹	\$0.0	\$95.1	\$198.8	\$258.3	\$316.4	\$357.5	\$1,226.1
Total Capital Program Cost	\$2,607.1	\$2,631.2	\$2,272.5	\$2,217.0	\$1,954.4	\$1,945.9	\$13,628.1

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



CAPITAL PROGRAM DEVELOPMENT

Capital Planning and Program Development

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

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

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

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

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

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

Annual Capital Expenditure Budget

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

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

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

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

Annual Schedule

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

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



CAPITAL PROGRAM FUNDING SOURCES

Metro's CIP is primarily funded by contributions from the region and federal grant programs. Current regional and federal funding sources are for restoring and sustaining safety, security, reliability and state of good repair. The table on page 9 details the FY2022 funding plan and six-year funding outlook.

Passenger Rail Investment and Improvement Act (PRIIA) Funding

PRIIA provides \$150 million annually in federal grants matched by \$150 million from Maryland, the District of Columbia, and Virginia (\$50 million each) for Metro's safety and state of good repair capital program.

The FY2022 capital budget assumes \$148.5 million of federal PRIIA funding matched by \$148.5 million from the region. The six-year program assumes no federal PRIIA funding beyond FY2022 as PRIIA is not yet reauthorized. Absent continued federal PRIIA funding, Metro's capacity to support state of good repair programs will be severely impacted. The region's Congressional delegation is currently leading efforts to reauthorize federal PRIIA funding.

Federal Grant Programs

Metro receives federal formula grant funding from the Federal Transit Administration (FTA), including 5307 Urbanized Area Formula grants, 5337 State of Good Repair grants, and 5339 Bus and Bus Facilities grants. Metro also periodically competes for federal discretionary grant programs for specific investments. Metro expects to receive about \$340 million in FTA grants in FY2022 and the six-year program assumes continued FTA funding at a similar level.

Dedicated Capital Funding

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

Metro is leveraging dedicated funding in the capital markets, issuing bonds to fund the capital program. The FY2022 budget assumes approximately \$1 billion of dedicated funding debt. Over the next several years, as Metro issues debt to address overdue and ongoing capital needs, a growing share of the annual \$500 million of funding will be committed to debt service, reducing funding capacity for future capital needs, and driving a need for new capital funding sources.

Jurisdictional Contributions

Maryland, the District of Columbia, and the local governments in Northern Virginia provide annual capital funding in the form of "allocated contributions". These contributions provide the required local match to federal formula, competitive and other grants and system performance funding. Allocated contributions are governed by the Capital Funding Agreement (CFA), last extended for one-year effective July 1, 2020. Efforts to establish a new long-term CFA are underway. FY2022 allocated contributions total \$276 million, 3 percent more than FY2021. The six-year program assumes annual 3 percent increases and a total of \$1.8 billion.

Jurisdiction Sponsored Projects

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



FY2022 Funding Plan and Six-Year Outlook

	FY2022 Budget	FY2023 Plan	FY2024 Plan	FY2025 Plan	FY2026 Plan	FY2027 Plan	6 Year Total
Federal Funding							
Federal Formula Programs	\$324.7	\$321.1	\$321.1	\$321.1	\$321.1	\$321.1	\$1,930.2
Federal RSI/PRIIA	\$148.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$148.5
Other Federal Grants	\$15.7	\$11.5	\$10.6	\$4.0	\$6.0	\$5.1	\$52.9
Total - Federal Grants	\$488.9	\$332.6	\$331.7	\$325.1	\$327.1	\$326.2	\$2,131.6
State & Local Funding Contributions							
District of Columbia							
Formula Match & System Performance	\$99.7	\$102.2	\$104.7	\$106.8	\$107.1	\$111.0	\$631.3
RSI/PRIIA	\$49.5	\$49.5	\$49.5	\$49.5	\$49.5	\$49.5	\$297.0
Dedicated Funding	\$178.5	\$178.5	\$178.5	\$178.5	\$178.5	\$178.5	\$1,071.0
Subtotal - District of Columbia	\$327.7	\$330.2	\$332.7	\$334.8	\$335.1	\$339.0	\$1,999.3
State of Maryland							
Montgomery County	\$46.3	\$47.9	\$49.5	\$51.3	\$53.8	\$55.2	\$304.1
Prince George's County	\$47.5	\$48.6	\$49.9	\$51.1	\$51.8	\$53.6	\$302.5
Maryland RSI/PRIIA	\$49.5	\$49.5	\$49.5	\$49.5	\$49.5	\$49.5	\$297.0
Maryland Dedicated Funding	\$167.0	\$167.0	\$167.0	\$167.0	\$167.0	\$167.0	\$1,002.0
Subtotal - Maryland	\$310.3	\$313.0	\$315.9	\$319.0	\$322.1	\$325.3	\$1,905.6
Commonwealth of Virginia							
City of Alexandria	\$12.6	\$13.0	\$13.4	\$13.8	\$14.3	\$14.7	\$81.7
Arlington County	\$22.8	\$23.7	\$24.5	\$25.4	\$26.9	\$27.5	\$150.8
City of Fairfax	\$0.7	\$0.7	\$0.8	\$0.8	\$0.9	\$0.9	\$4.8
Fairfax County	\$40.6	\$42.1	\$43.6	\$45.3	\$48.0	\$49.1	\$268.8
City of Falls Church	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.9	\$4.9
Loudoun County	\$5.5	\$5.8	\$6.1	\$6.6	\$7.5	\$7.6	\$39.1
Virginia RSI/PRIIA	\$49.5	\$49.5	\$49.5	\$49.5	\$49.5	\$49.5	\$297.0
Virginia Dedicated Funding - Unrestricted	\$122.9	\$122.9	\$122.9	\$122.9	\$122.9	\$122.9	\$737.3
Virginia Dedicated Funding - Restricted	\$31.6	\$31.6	\$31.6	\$31.6	\$31.6	\$31.6	\$189.7
Congestion Mitigation and Air Quality (CMAQ)	\$1.0	\$0.6	\$0.6	\$0.6	\$0.8	\$0.8	\$4.4
Subtotal - Virginia	\$288.0	\$290.7	\$293.8	\$297.4	\$303.2	\$305.4	\$1,778.5
Jurisdiction Planning Projects	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$18.0
Silver Line (MWA)	\$13.0	\$0.9	\$0.0	\$0.0	\$0.0	\$41.1	\$55.0
Potomac Yard (Alexandria)	\$149.5	\$19.0	\$0.0	\$0.0	\$0.0	\$0.0	\$168.5
Purple Line (MDOT)	\$4.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.1
Subtotal - Jurisdictional Reimbursable	\$169.5	\$22.9	\$3.0	\$3.0	\$3.0	\$44.1	\$245.5
Total - State & Local	\$1,095.5	\$956.7	\$945.4	\$954.2	\$963.4	\$1,013.9	\$5,929.0
Debt	\$1,022.8	\$1,341.8	\$995.4	\$937.7	\$663.9	\$605.9	\$5,567.5
Grand Total Funding *	\$2,607.1	\$2,631.2	\$2,272.5	\$2,217.0	\$1,954.4	\$1,945.9	\$13,628.1

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

Note: Does not assume reauthorization of Federal PRIIA beyond FY2022



10-YEAR CAPITAL PLAN

Long-Term Capital Planning

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

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

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

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

Major Capital Needs and Potential Future Investments

Zero Emission Bus Implementation – Metro is advancing a Zero Emission Bus Program to test and evaluate technology to prepare for a future large-scale deployment. Zero emission buses have the potential to provide substantial value to the region by reducing greenhouse gas and local air pollution, providing a quieter, smoother ride, and supporting a more sustainable and livable region. A large-scale deployment will require substantial investment in buses, equipment, facilities and infrastructure.

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

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

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

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

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

Blue, Orange, Silver Capacity and Reliability – Today, the Blue, Orange and Silver (BOS) lines share a single set of tracks between Rosslyn and Stadium Armory stations, creating a bottleneck and capacity and reliability problems for those lines and customers. Metro and the region are conducting a study to identify potential infrastructure improvements and service alternatives to resolve these issues and support mobility across the service area. No funding for the potential improvements has been identified.

A detailed listing of the projects, programs, and potential future investments in Metro's 10-Year Capital Plan begins on page 163.



CAPITAL IMPROVEMENT PROGRAM INVESTMENT PAGES

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

How to Read CIP Investment Pages

1 **Investment Title & Overview**

Title Each investment has a title and number.

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

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

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

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

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

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

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

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

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

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

5 **Anticipated Funding Source** indicates how Metro currently expects to fund an investment in FY2022. Anticipated funding sources are subject to change.

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

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

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

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



How to Read CIP Investment Page

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

Initiative Type: Project

Category: Railcar and Railcar Facilities

Location: Systemwide

Mode: Rail

Program: Acquisition

Federal Participation (all years): No

2 **Description**

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



3 **Expected Outcome**

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

7 **Strategic Objectives**



Safety



Security



Reliability/SGR

4 **Near Term Deliverables**

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

8 **Cost (\$M)**

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

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

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

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



CIP Investment Pages

Project/Project #	Project Name
Investment Category: Railcar and Railcar Facilities	
Acquisition	
CIP0059	8000-Series Railcars
CIP0256	7000-Series Railcars
CIP8001	D&E Railcar Acquisition
CRB0019_19	Silver Line Phase 1 Railcars
CRB0020_01	Silver Line Phase 2 Railcars
Maintenance Facilities	
CIP0145	Facility Security Monitoring Equipment Program
CIP0204	Railcar Rooftop Access Platform
CIP0225	Heavy Repair and Overhaul Facility
CIP0231	Good Luck Road Facility
CIP0279	Railyard Shop Equipment Replacement
CIP0283	Major Railcar Maintenance Equipment State of Good Repair
CIP0284	Railyard Facility and Site Rehabilitation
CIP8005	D&E Rail Yard Improvements
CIP8006	Future Railcar Maintenance Facilities
Maintenance/Overhaul	
CIP0063	Rail Vehicle Rehabilitation Program
CIP0067	Rail Vehicle Safety & Reliability Improvements
CIP0142	Rail Vehicle Preventive Maintenance
Investment Category: Rail Systems	
Power	
CIP0076	Rail System Power Upgrades
CIP0252	Low Voltage Power State of Good Repair
CIP0253	Traction Power State of Good Repair
CIP0286	Power Generator Replacement
CIP8007	D&E Electrical Improvements
CIP8008	Future Traction Power Projects
Signals & Communications	
CIP0133	Train Detection and Warning System
CIP0136	Radio Infrastructure Replacement
CIP0139_S9	Tunnel Fan Control Panels Replacement
CIP0251	Automatic Train Control State of Good Repair
CIP0257	Emergency Trip Station (ETS) Rehabilitation
CIP8010	Future Signals and Communications Improvements
Investment Category: Track and Structures Rehabilitation	
Fixed Rail	
CIP0024	Track Rehabilitation Program



Project/Project #	Project Name
CIP0025	Roadway Equipment and Vehicle Program
CIP0246	General Engineering
CIP0247	Emergency Construction and Emerging Needs Program
CIP0261	Rail Tunnel Lighting Replacement
CIP0289	Third Rail Reconfiguration
CIP8011	D&E Fixed Rail Improvements
Structures	
CIP0262	Tunnel Water Leak Mitigation
CIP0291	Tunnel Ventilation Improvements
CIP0294	Bridge Rehabilitation Program
CIP0348	Structural Rehabilitation - Package 1
CIP0349	Yellow Line Tunnel and Bridge Rehabilitation
CIP0356	Tunnel Ventilation Improvements - Red Line Pilot
CIP8013	D&E Track Structures Improvements
CIP8014	Future Track and Structures Improvements
Investment Category: Stations and Passenger Facilities	
Platforms & Structures	
CIP0035	Bicycle and Pedestrian Facility Rehabilitation
CIP0087	Station and Facility Restoration Program
CIP0088	Station Entrance Canopy Installation
CIP0108	Rhode Island Avenue Station Structural Repair
CIP0152	Parking Garage and Surface Lot Rehabilitation
CIP0218	Metrorail Station Improvements
CIP0297	Union Station Improvements
CIP0302	Huntington Station Parking Garage Replacement
CIP0305	Rail Passenger Facility State of Good Repair Program
CIP0307	Station Platform Rehabilitation - Phase 2
CIP0308	Station Platform Rehabilitation - Phase 3
CIP0309	Huntington Station Additional Entrance
CIP0310	Station Platform Rehabilitation - Phase 4
CIP0352	Rail Station Platform Canopy Rehabilitation Program
CIP8015	D&E Rail Station Improvements
CRB0013	Potomac Yard Station Construction
CRB0020	Silver Line Phase 2 Construction Support
CRB0127	Purple Line Construction Support
Station Systems	
CIP0150	Support Facility Fire System Rehabilitation
CIP0151	Rail Station Cooling Rehabilitation Program
CIP0219	Rail Station Lighting Improvements
CIP0241	Flood Resiliency Infrastructure Upgrades



Project/Project #	Project Name
CIP0242	Rail System Drainage Rehabilitation Program
CIP0255	Fare Collection Modernization
CIP0258	Station and Tunnel Fire Alarm Rehabilitation
CIP0341	Rail System Standpipe Replacement Program
CIP8019	D&E Revenue Facility Improvement
Vertical Transportation	
CIP0072	Elevator Rehabilitation Program
CIP0073	Escalator Rehabilitation Program
CIP0132	Escalator and Elevator Overhaul Program
CIP0185	Escalator Replacement
Investment Category: Bus, Bus Facilities and Paratransit	
Acquisition	
CIP0006	Bus Fleet Acquisition Program
CIP0015	MetroAccess Fleet Acquisition
CIP0355	Zero Emission Bus Acquisition and Evaluation
CIP8021	D&E Bus & Paratransit Improvements
Maintenance Facilities	
CIP0311	Bladensburg Bus Garage Replacement
CIP0312	Four Mile Run Bus Garage Rehabilitation
CIP0315	Northern Bus Garage Replacement
CIP0319	Bus Maintenance Facility State of Good Repair Program
CIP8025	D&E Bus Maintenance Facility Improvements
CIP8026	Future Bus Maintenance Facilities
Maintenance/Overhaul	
CIP0002	Bus Onboard Location Equipment and Software Program
CIP0004	Bus Maintenance Equipment Replacement Program
CIP0005	Bus Vehicle Rehabilitation Program
CIP0007	Bus Closed Circuit Television Replacement Program
CIP0143	Bus Vehicle Preventive Maintenance
Passenger Facilities/Systems	
CIP0220	Bus Planning Studies Program
CIP0221	Bus Customer Facility Improvements
CIP0254	Bus Priority Program Development
CIP0266	Historic Bus Loop and Facility Rehabilitation
CIP0275	New Carrollton Garage and Bus Bays
CIP0326	Real-time Bus and Rail Data Feed Development
CIP8027	D&E Bus Passenger Facility Improvements



Project/Project #	Project Name
Investment Category: Business & Operations Support	
IT	
CIP0042	Asset Management Software Improvements
CIP0043	Bus Scheduling and Operations Software Improvements
CIP0049	Technology Improvements for Administrative Functions
CIP0056	Rail Service Management Software Improvements
CIP0259	Employee Timekeeping System
CIP0269	Asset Management Software
CIP0330	Information Technology Data Center
CIP0331	Enterprise Resource Planning Software Replacement
CIP0332	Fiber Optic Cable Installation
CIP0342	Information Technology Hardware State of Good Repair
CIP0343	Information Technology Software State of Good Repair
CIP0344	IT Program Management Support
CIP0354	Enterprise Resource Planning Software Upgrade
CIP8029	D&E Information Technology Improvements
MTPD	
CIP0102	Police District III Substation
CIP0127	Transit Police Support Equipment
CIP8031	D&E Metro Transit Police Improvements
CIP8032	Future Metro Transit Police Projects
Support Equipment/Services	
CIP0009	Service Vehicle Acquisition Program
CIP0010	Environmental Compliance Program
CIP0033	Revenue Facility Equipment Replacement
CIP0034	Revenue Collection Facility Rehabilitation
CIP0036	Procurement Program Support
CIP0039	System Planning and Development
CIP0099	Joint Development Program Support
CIP0101	Internal Compliance Capital Management Support
CIP0131	Capital Program Financing Support
CIP0170	Facility Roof Rehabilitation and Replacement
CIP0197	Support Facility Improvements
CIP0212	Sustainability/Resiliency Program
CIP0213	Capital Program Development Support
CIP0270	Capital Delivery Program Support
CIP0272	Digital Display and Wayfinding Improvements
CIP0273	Support Facility Rehabilitation
CIP0276	Art in Transit and Station Commercialization Program
CIP0277	Supply Chain Modernization



Project/Project #	Project Name
CIP0324	Capital Program Financial Support
CIP0335	Office Consolidation - District of Columbia
CIP0336	Facility Energy Management Upgrades
CIP0337	Office Consolidation - Virginia
CIP0338	Office Consolidation - Maryland
CIP0339	Rail Station Emergency Egress Improvements
CIP8033	D&E Support Equipment Improvements
CIP8034	Future Support Equipment Projects
CRB0005	Planning Support for the District of Columbia
CRB0009	Planning Support for Maryland Jurisdictions
CRB0018	Planning Support for Virginia Jurisdictions

Bus Onboard Location Equipment and Software Program (CIP0002)

Initiative Type: Program

Category: Bus, Bus Facilities & Paratransit

Location: Systemwide

Mode: Bus

Program: Maintenance/Overhaul

Federal Participation (all years): Yes

Description

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



Expected Outcome

Increases fleet availability and reliability through on board diagnostics that alert maintenance personnel of defects and failures that can be corrected proactively as measured by the Bus Fleet Reliability performance indicator [FY20 target ≥7,000 miles between failures]. Improves efficiency of revenue service through reliable GPS and route mapping abilities. Enables buses to communicate with Transit Signal Prioritization equipment along service routes.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
FY21 Forecast	\$2.0
Planned Investments	
FY22	\$4.0
FY23	\$12.0
FY24	\$15.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$31.0
10-Year Total (FY22-FY31)	\$41.0
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$1.0
Dedicated Funding	\$3.0
Reimbursable	\$0.0
Debt	\$0.0

Bus Maintenance Equipment Replacement Program (CIP0004)

Initiative Type: Program

Category: Bus, Bus Facilities & Paratransit

Location: Systemwide

Mode: Bus

Program: Maintenance/Overhaul

Federal Participation (all years): Yes

Description

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



Expected Outcome

Maximizes the efficiency of bus maintenance operations to support improved fleet availability as measured by the Bus Fleet Reliability performance indicator [FY20 target $\geq 7,000$ miles between failures].

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
FY21 Forecast	\$3.0
Planned Investments	
FY22	\$2.5
FY23	\$5.5
FY24	\$2.5
FY25	\$2.5
FY26	\$2.5
FY27	\$2.5
6-Year Total (FY22-FY27)	\$18.0
10-Year Total (FY22-FY31)	\$28.0
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

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

Bus Vehicle Rehabilitation Program (CIP0005)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

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

Anticipated Funding Sources (\$M)

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

Bus Fleet Acquisition Program (CIP0006)

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

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

Description

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



Expected Outcome

Provides customers with reliable and modern buses as measured by the Bus Fleet Reliability performance indicator [FY20 target $\geq 7,000$ miles between failures]. Maintains an average fleet age of approximately 7.5 years.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance the scheduled annual acquisition of 100 buses to replace the oldest and least reliable vehicles. In FY2022, Metro plans to acquire approximately 75 40-foot Clean Diesel buses, and approximately 25 40-foot Compressed Natural Gas (CNG) buses to replace those at the end of their useful life. Metro has also initiated a zero emission bus program through CIP0355.

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$64.1
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.9
Reimbursable	\$0.0
Debt	\$0.0

Cost (\$M)

Investments	
FY21 Forecast	\$88.6
Planned Investments	
FY22	\$65.0
FY23	\$75.1
FY24	\$75.1
FY25	\$75.1
FY26	\$75.5
FY27	\$80.0
6-Year Total (FY22-FY27)	\$445.6
10-Year Total (FY22-FY31)	\$765.6
Beyond FY31	On-Going

Bus Closed Circuit Television Replacement Program (CIP0007)

Initiative Type: Program

Category: Bus, Bus Facilities & Paratransit

Location: Systemwide

Mode: Bus

Program: Maintenance/Overhaul

Federal Participation (all years): Yes

Description

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



Expected Outcome

Monitors the interior of buses to deter crime and support the safety of customers and employees as measured by the Metrobus customer injury rate performance indicator [FY20 target of ≤ 2.45 injuries per million passengers], the bus system employee injury rate performance indicator [FY20 target of ≤ 9.4 per 200,000 hours worked], and the rate of crimes against passengers performance indicator [FY20 target of ≤ 5.3 crimes per million passengers or fewer]

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
FY21 Forecast	\$6.0
Planned Investments	
FY22	\$9.0
FY23	\$7.0
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$16.0
10-Year Total (FY22-FY31)	\$37.0
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$9.0
Reimbursable	\$0.0
Debt	\$0.0

Service Vehicle Acquisition Program (CIP0009)

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

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

Description

This program acquires non-revenue support vehicles, including police vehicles, primarily to replace vehicles that are past their useful life.



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will replace approximately 119 service vehicles.

Cost (\$M)

Investments	
FY21 Forecast	\$11.9
Planned Investments	
FY22	\$12.4
FY23	\$6.5
FY24	\$6.5
FY25	\$6.5
FY26	\$6.5
FY27	\$6.5
6-Year Total (FY22-FY27)	\$44.9
10-Year Total (FY22-FY31)	\$70.9
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$12.4
Reimbursable	\$0.0
Debt	\$0.0

Environmental Compliance Program (CIP0010)

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

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

Description

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



Expected Outcome

Allows Metro operations to continue and protects the region's natural resources and human health.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
FY21 Forecast	\$7.0
Planned Investments	
FY22	\$2.9
FY23	\$16.5
FY24	\$12.0
FY25	\$10.7
FY26	\$9.6
FY27	\$8.9
6-Year Total (FY22-FY27)	\$60.7
10-Year Total (FY22-FY31)	\$82.5
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.2
Dedicated Funding	\$1.0
Reimbursable	\$0.0
Debt	\$1.7

MetroAccess Fleet Acquisition (CIP0015)

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

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

Description

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



Expected Outcome

Prevents future reliability problems within the fleet as measured by the MetroAccess on-time performance indicator [FY20 target ≥90% on-time]. Newer vehicles also incorporate updated ADA standards, customer feedback on improvements and improved fuel efficiency.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will purchase up to 250 replacement vehicles and will monitor and evaluate the performance of newly added sedans to inform future decisions on the appropriate mix of vans and sedans.

Cost (\$M)

Investments	
FY21 Forecast	\$8.9
Planned Investments	
FY22	\$16.0
FY23	\$12.0
FY24	\$12.0
FY25	\$12.0
FY26	\$12.0
FY27	\$12.0
6-Year Total (FY22-FY27)	\$76.0
10-Year Total (FY22-FY31)	\$124.0
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$16.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Track Rehabilitation Program (CIP0024)

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

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

Description

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



Expected Outcome

Maintains track infrastructure in a state of good repair to prevent potential safety incidents and minimize disruptions to rail service as measured by the Rail Infrastructure Availability performance indicator [FY20 target $\leq 3.8\%$ of track under performance restrictions].

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$67.7
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$25.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	
FY21 Forecast	\$85.4
Planned Investments	
FY22	\$92.7
FY23	\$100.3
FY24	\$101.9
FY25	\$103.8
FY26	\$98.6
FY27	\$100.6
6-Year Total (FY22-FY27)	\$598.0
10-Year Total (FY22-FY31)	\$1,021.0
Beyond FY31	On-Going

Roadway Equipment and Vehicle Program (CIP0025)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

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

Anticipated Funding Sources (\$M)

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

Revenue Facility Equipment Replacement (CIP0033)

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

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

Description

This program replaces and rehabilitates deteriorated bus bins, cash vaults and other equipment used to collect and transport cash and coins.



Expected Outcome

Improves bus revenue processing reliability by reducing equipment failures.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will replace bus bins and cash vaults to facilitate revenue processing.

Cost (\$M)

Investments	
FY21 Forecast	\$0.4
Planned Investments	
FY22	\$0.4
FY23	\$0.0
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$0.4
10-Year Total (FY22-FY31)	\$0.4
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.4
Reimbursable	\$0.0
Debt	\$0.0

Revenue Collection Facility Rehabilitation (CIP0034)

Initiative Type: Project

Category: Business & Operations Support

Location: Commonwealth of Virginia

Mode: Systemwide

Program: Support Equipment/Services

Federal Participation (all years): No

Description

This project will rehabilitate the high security facility where Metro processes cash revenue and bring it back into a state of good repair.



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue to design facility improvements and begin construction mobilization activities.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$3.1
FY21 Forecast	\$0.8
Planned Investments	
FY22	\$2.1
FY23	\$5.0
FY24	\$3.7
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$10.8
10-Year Total (FY22-FY31)	\$10.8
Beyond FY31	\$0.0
Total Estimated Investment	\$14.7

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.1
Reimbursable	\$0.0
Debt	\$2.0

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

Bicycle and Pedestrian Facility Rehabilitation (CIP0035)

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

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

Description

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



Expected Outcome

Improves the safety and security of customers through updated pedestrian access routes and bicycle storage facilities as measured by the Metrorail customer injury rate performance indicator [FY20 target of ≤ 1.40 injuries per million passengers] and the rate of crimes against passengers performance indicator [FY20 target of ≤ 5.3 crimes per million passengers or fewer]. Supports the region's goals of reducing vehicle use by providing additional and updated options to access Metrorail facilities by foot or bicycle.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.7
Dedicated Funding	\$0.6
Reimbursable	\$0.0
Debt	\$0.4

Cost (\$M)

Investments	
FY21 Forecast	\$1.4
Planned Investments	
FY22	\$1.6
FY23	\$2.0
FY24	\$1.5
FY25	\$1.5
FY26	\$1.5
FY27	\$1.5
6-Year Total (FY22-FY27)	\$9.6
10-Year Total (FY22-FY31)	\$15.6
Beyond FY31	On-Going

Procurement Program Support (CIP0036)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
FY21 Forecast	\$1.6
Planned Investments	
FY22	\$1.9
FY23	\$1.1
FY24	\$1.1
FY25	\$1.1
FY26	\$1.1
FY27	\$1.1
6-Year Total (FY22-FY27)	\$7.4
10-Year Total (FY22-FY31)	\$11.8
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

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

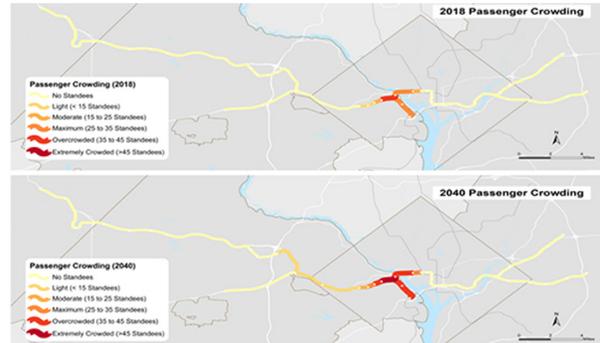
System Planning and Development (CIP0039)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
FY21 Forecast	\$1.3
Planned Investments	
FY22	\$3.4
FY23	\$7.7
FY24	\$6.5
FY25	\$2.4
FY26	\$2.4
FY27	\$1.9
6-Year Total (FY22-FY27)	\$24.3
10-Year Total (FY22-FY31)	\$35.8
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$3.4
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Asset Management Software Improvements (CIP0042)

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

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

Description

This program evaluates Metro's maturing business practices surrounding asset management and supports software modifications or the purchase and implementation of new software solutions.



Expected Outcome

Allows Metro to track assets throughout their lifecycle from initial procurement to disposal.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will decommission a legacy product lifecycle management (PLM) software, which tracks asset data from inception through disposal, and consolidate PLM functionality into Metro's existing asset management system.

Cost (\$M)

Investments	
FY21 Forecast	\$0.5
Planned Investments	
FY22	\$1.0
FY23	\$1.0
FY24	\$0.5
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$2.5
10-Year Total (FY22-FY31)	\$2.5
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

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

Bus Scheduling and Operations Software Improvements (CIP0043)

Initiative Type: Project

Category: Business & Operations Support

Location: Systemwide

Mode: Bus

Program: IT

Federal Participation (all years): Yes

Description

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



Expected Outcome

Enables workforce flexibility, efficiency, and compliancy through scheduling that maximally complies with work rules, including fatigue policies. A single enterprise scheduling system will reduce costs associated with operating and maintaining the system.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$10.5
FY21 Forecast	\$3.6
Planned Investments	
FY22	\$2.0
FY23	\$1.6
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$3.6
10-Year Total (FY22-FY31)	\$3.6
Beyond FY31	\$0.0
Total Estimated Investment	\$17.7

Anticipated Funding Sources (\$M)

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

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

Technology Improvements for Administrative Functions (CIP0049)

Initiative Type: Project

Category: Business & Operations Support

Location: Systemwide

Mode: Systemwide

Program: IT

Federal Participation (all years): TBD

Description

This project upgrades and implements new features and functionality to the Customer Relationship Management (CRM), Financial Management System (FMS) and employee badging technology systems.



Expected Outcome

Improves customer relations, communications, financial management and compliance. Increases physical security through more efficient and secure software applications and the improved ability to control access to facilities.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

No planned deliverables for FY2022. The One Badge project will continue in future years in the capital program.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$15.6
FY21 Forecast	\$2.1
Planned Investments	
FY22	\$0.0
FY23	\$0.8
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$0.8
10-Year Total (FY22-FY31)	\$0.8
Beyond FY31	\$0.0
Total Estimated Investment	\$18.5

Anticipated Funding Sources (\$M)

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

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

Rail Service Management Software Improvements (CIP0056)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
FY21 Forecast	\$3.7
Planned Investments	
FY22	\$8.5
FY23	\$7.8
FY24	\$2.3
FY25	\$2.4
FY26	\$2.5
FY27	\$2.5
6-Year Total (FY22-FY27)	\$26.0
10-Year Total (FY22-FY31)	\$39.9
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$8.5
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

8000-Series Railcars (CIP0059)

Initiative Type: Project

Category: Railcar and Railcar Facilities

Location: Systemwide

Mode: Rail

Program: Acquisition

Federal Participation (all years): No

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

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

Anticipated Funding Sources (\$M)

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

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

Rail Vehicle Rehabilitation Program (CIP0063)

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

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

Description

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



Expected Outcome

Maintains the rail fleet in a state of good repair to prevent future safety and reliability concerns as measured by the Rail Fleet Reliability performance indicator [FY20 $\geq 130,000$ miles between delay] and the Metrorail customer injury rate performance indicator [FY20 target of ≤ 1.40 injuries per million passengers].

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will overhaul and conduct Scheduled Maintenance Programs (SMP) for more than 170 Railcars. The scheduled overhaul will include vehicles in the 3000, 6000, and 7000 Series of cars.

Cost (\$M)

Investments	
FY21 Forecast	\$52.9
Planned Investments	
FY22	\$64.8
FY23	\$44.2
FY24	\$53.6
FY25	\$47.8
FY26	\$74.2
FY27	\$81.0
6-Year Total (FY22-FY27)	\$365.6
10-Year Total (FY22-FY31)	\$555.9
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$48.8
System Performance	\$0.0
Dedicated Funding	\$16.0
Reimbursable	\$0.0
Debt	\$0.0

Rail Vehicle Safety & Reliability Improvements (CIP0067)

Initiative Type: Program

Category: Railcar and Railcar Facilities

Location: Systemwide

Mode: Rail

Program: Maintenance/Overhaul

Federal Participation (all years): Yes

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

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

Anticipated Funding Sources (\$M)

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

Elevator Rehabilitation Program (CIP0072)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
FY21 Forecast	\$9.0
Planned Investments	
FY22	\$9.0
FY23	\$8.5
FY24	\$8.5
FY25	\$8.5
FY26	\$8.5
FY27	\$8.5
6-Year Total (FY22-FY27)	\$51.5
10-Year Total (FY22-FY31)	\$85.5
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$9.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Escalator Rehabilitation Program (CIP0073)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will rehabilitate approximately eighteen units systemwide.

Cost (\$M)

Investments	
FY21 Forecast	\$15.6
Planned Investments	
FY22	\$19.6
FY23	\$21.3
FY24	\$22.6
FY25	\$22.7
FY26	\$18.7
FY27	\$14.7
6-Year Total (FY22-FY27)	\$119.7
10-Year Total (FY22-FY31)	\$171.1
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$18.0
System Performance	\$0.0
Dedicated Funding	\$1.6
Reimbursable	\$0.0
Debt	\$0.0

Rail System Power Upgrades (CIP0076)

Initiative Type: Project

Category: Rail Systems

Location: Systemwide

Mode: Rail

Program: Power

Federal Participation (all years): Yes

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

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

Anticipated Funding Sources (\$M)

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

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

Station and Facility Restoration Program (CIP0087)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

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

Anticipated Funding Sources (\$M)

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

Station Entrance Canopy Installation (CIP0088)

Initiative Type: Project

Category: Stations and Passenger Facilities

Location: Systemwide

Mode: Rail

Program: Platforms & Structures

Federal Participation (all years): Yes

Description

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



Expected Outcome

Improves the reliability and useful life of escalators by protecting escalators and stairways from exposure to weather as measured by the Escalator Availability key performance indicator [FY20 target $\geq 92\%$]. Provides additional coverage for customers as they enter and exit the station.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will award the contract for Phase 4 of station entrance canopies (Archives, Arlington Cemetery, Smithsonian, Judiciary Square, U Street, Tenleytown-AU, Capitol South, and Potomac Ave) and start construction at select stations.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$34.7
FY21 Forecast	\$7.6
Planned Investments	
FY22	\$4.2
FY23	\$10.9
FY24	\$10.0
FY25	\$13.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$38.1
10-Year Total (FY22-FY31)	\$41.1
Beyond FY31	\$0.0
Total Estimated Investment	\$83.4

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$3.7
PRIIA/RSI Grants	\$0.0
System Performance	\$0.5
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

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

Joint Development Program Support (CIP0099)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

No planned deliverables in FY22.

Cost (\$M)

Investments	
FY21 Forecast	\$0.3
Planned Investments	
FY22	\$0.0
FY23	\$1.8
FY24	\$2.2
FY25	\$6.7
FY26	\$10.7
FY27	\$1.7
6-Year Total (FY22-FY27)	\$23.1
10-Year Total (FY22-FY31)	\$29.9
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

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

Internal Compliance Capital Management Support (CIP0101)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
FY21 Forecast	\$1.0
Planned Investments	
FY22	\$1.0
FY23	\$1.2
FY24	\$1.2
FY25	\$1.2
FY26	\$1.2
FY27	\$1.2
6-Year Total (FY22-FY27)	\$7.0
10-Year Total (FY22-FY31)	\$11.8
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

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

Police District III Substation (CIP0102)

Initiative Type: Project

Category: Business & Operations Support

Location: Maryland

Mode: Systemwide

Program: MTPD

Federal Participation (all years): TBD

Description

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



Expected Outcome

Improves the distribution of police personnel to strengthen customer safety and security through reduced response times to police calls as measured by the Metrorail customer injury rate performance indicator [FY20 target of ≤ 1.40 injuries per million passengers], the Metrobus customer injury rate performance indicator [FY20 target of ≤ 2.45 injuries per million passengers] and the rate of crimes against passengers performance indicator [FY20 target of ≤ 5.3 crimes per million passengers or fewer].

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will award a contract to advance construction of a new police substation in the vicinity of the Morgan Boulevard station in Maryland. This new sub station will further Metro's commitment to provide adequate police coverage across the service area.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$1.0
FY21 Forecast	\$0.1
Planned Investments	
FY22	\$7.3
FY23	\$0.0
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$7.3
10-Year Total (FY22-FY31)	\$7.3
Beyond FY31	\$0.0
Total Estimated Investment	\$8.4

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.8
Reimbursable	\$0.0
Debt	\$6.5

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

Rhode Island Avenue Station Structural Repair (CIP0108)

Initiative Type: Project

Category: Stations and Passenger Facilities

Location: District of Columbia

Mode: Rail

Program: Platforms & Structures

Federal Participation (all years): TBD

Description

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



Expected Outcome

Brings the Rhode Island Avenue station structural components into a state of good repair and addresses known defects to prevent potential safety and reliability concerns as measured by the Metrorail customer injury rate performance indicator [FY20 target of ≤1.40 injuries per million passengers] and the Metrorail customer on-time performance indicator [FY20 target ≥88% on-time].

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

The next phase of improvements will begin in FY2023 and will address all station systems and customer improvements.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$18.7
FY21 Forecast	\$0.0
Planned Investments	
FY22	\$0.0
FY23	\$1.0
FY24	\$9.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$10.0
10-Year Total (FY22-FY31)	\$10.0
Beyond FY31	\$0.0
Total Estimated Investment	\$28.7

Anticipated Funding Sources (\$M)

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

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

Transit Police Support Equipment (CIP0127)

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

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

Description

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



Expected Outcome

Addresses the security of Metro's passengers and employees by properly equipping MTPD as measured by the rate of crimes against passengers performance indicator [FY20 target of ≤5.3 crimes per million passengers or fewer].

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
FY21 Forecast	\$1.0
Planned Investments	
FY22	\$0.5
FY23	\$1.2
FY24	\$0.3
FY25	\$0.7
FY26	\$2.2
FY27	\$0.7
6-Year Total (FY22-FY27)	\$5.5
10-Year Total (FY22-FY31)	\$8.0
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.5
Reimbursable	\$0.0
Debt	\$0.0

Capital Program Financing Support (CIP0131)

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

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

Description

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



Expected Outcome

Provides Metro access to short-term borrowing to fund the capital program.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
FY21 Forecast	\$1.7
Planned Investments	
FY22	\$1.9
FY23	\$2.0
FY24	\$2.0
FY25	\$2.0
FY26	\$2.0
FY27	\$2.0
6-Year Total (FY22-FY27)	\$11.9
10-Year Total (FY22-FY31)	\$19.9
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

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

Escalator and Elevator Overhaul Program (CIP0132)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

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

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$6.6
Reimbursable	\$0.0
Debt	\$0.0

Train Detection and Warning System (CIP0133)

Initiative Type: Project

Category: Rail Systems

Location: Systemwide

Mode: Rail

Program: Signals & Communications

Federal Participation (all years): Yes

Description

This project is for the design and installation of a wayside intrusion detection system within Metro's railcar train wash systems, service and inspection areas.



Expected Outcome

Protects the safety of Metro employees by alerting them to nearby train movement as measured by the Metrorail system employee injury rate performance indicator [FY20 target of ≤3.4 per 200,000 hours worked].

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will complete installation of the motion warning systems at six train wash stations at West Falls Church, Greenbelt, Glenmont, Alexandria, Branch Avenue, and New Carrollton railyards. The warning system consists of both audible and visual warnings via alarms and strobes for employee safety.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$1.3
FY21 Forecast	\$0.6
Planned Investments	
FY22	\$0.1
FY23	\$0.0
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$0.1
10-Year Total (FY22-FY31)	\$0.1
Beyond FY31	\$0.0
Total Estimated Investment	\$2.0

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.1
Reimbursable	\$0.0
Debt	\$0.0

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

Radio Infrastructure Replacement (CIP0136)

Initiative Type: Project

Category: Rail Systems

Location: Systemwide

Mode: Rail

Program: Signals & Communications

Federal Participation (all years): Yes

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

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

Anticipated Funding Sources (\$M)

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

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

Tunnel Fan Control Panels Replacement (CIP0139_S9)

Initiative Type: Project

Category: Rail Systems

Location: Systemwide

Mode: Rail

Program: Signals & Communications

Federal Participation (all years): Yes

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Complete the replacement of pneumatic control boxes at 10 remaining locations in the tunnel ventilation system with Programmable Logic Controls (PLC).

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$3.6
FY21 Forecast	\$1.6
Planned Investments	
FY22	\$6.8
FY23	\$3.8
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$10.5
10-Year Total (FY22-FY31)	\$10.5
Beyond FY31	\$0.0
Total Estimated Investment	\$15.7

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$2.0
Reimbursable	\$0.0
Debt	\$4.8

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

Rail Vehicle Preventive Maintenance (CIP0142)

Initiative Type: Program

Category: Railcar and Railcar Facilities

Location: Systemwide

Mode: Rail

Program: Maintenance/Overhaul

Federal Participation (all years): Yes

Description

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



Expected Outcome

Allows railcars to receive necessary preventive maintenance to maintain the fleet in a state of good repair as measured by the Rail Fleet Reliability performance indicator [FY20 \geq 130,000 miles between delay].

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
FY21 Forecast	\$59.0
Planned Investments	
FY22	\$59.0
FY23	\$59.0
FY24	\$59.0
FY25	\$59.0
FY26	\$59.0
FY27	\$59.0
6-Year Total (FY22-FY27)	\$354.0
10-Year Total (FY22-FY31)	\$590.0
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$59.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Bus Vehicle Preventive Maintenance (CIP0143)

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

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

Description

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



Expected Outcome

Allows the bus fleet to receive necessary preventive maintenance to maintain the fleet in a state of good repair as measured by the Bus Fleet Reliability performance indicator [FY20 target $\geq 7,000$ miles between failures].

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
FY21 Forecast	\$1.0
Planned Investments	
FY22	\$1.0
FY23	\$1.0
FY24	\$1.0
FY25	\$1.0
FY26	\$1.0
FY27	\$1.0
6-Year Total (FY22-FY27)	\$6.0
10-Year Total (FY22-FY31)	\$10.0
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

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

Facility Security Monitoring Equipment Program (CIP0145)

Initiative Type: Program

Category: Railcar and Railcar Facilities

Location: Systemwide

Mode: Systemwide

Program: Maintenance Facilities

Federal Participation (all years): Yes

Description

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



Expected Outcome

Addresses the safety and security of customers and employees through monitoring of the interior and exterior of stations and facilities as measured by the Metrorail customer injury rate performance indicator [FY20 target of ≤ 1.40 injuries per million passengers] and the rate of crimes against passengers performance indicator [FY20 target of ≤ 5.3 crimes per million passengers or fewer]. Monitoring deters crime, enables clear communication of public safety notices in rail stations and ensures proper functioning of devices used to request assistance.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$7.0
Reimbursable	\$0.0
Debt	\$0.0

Cost (\$M)

Investments	
FY21 Forecast	\$9.7
Planned Investments	
FY22	\$7.0
FY23	\$25.3
FY24	\$33.6
FY25	\$29.7
FY26	\$22.1
FY27	\$28.6
6-Year Total (FY22-FY27)	\$146.4
10-Year Total (FY22-FY31)	\$210.8
Beyond FY31	On-Going

Support Facility Fire System Rehabilitation (CIP0150)

Initiative Type: Project

Category: Stations and Passenger Facilities

Location: Systemwide

Mode: Rail

Program: Station Systems

Federal Participation (all years): Yes

Description

This project upgrades fire alarm and electronic security systems at support facilities.



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$5.6
FY21 Forecast	\$3.0
Planned Investments	
FY22	\$0.5
FY23	\$0.8
FY24	\$2.4
FY25	\$3.0
FY26	\$1.5
FY27	\$3.0
6-Year Total (FY22-FY27)	\$11.2
10-Year Total (FY22-FY31)	\$19.0
Beyond FY31	\$27.6
Total Estimated Investment	\$55.2

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.1
Dedicated Funding	\$0.4
Reimbursable	\$0.0
Debt	\$0.0

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

Rail Station Cooling Rehabilitation Program (CIP0151)

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

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

Description

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



Expected Outcome

Addresses customer and employee comfort during hot days.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance rehabilitation of chiller facilities at Rosslyn, Stadium Armory, Van Ness-UDC, and L'Enfant Plaza rail stations.

Cost (\$M)

Investments	
FY21 Forecast	\$7.2
Planned Investments	
FY22	\$10.2
FY23	\$10.0
FY24	\$10.0
FY25	\$8.0
FY26	\$8.0
FY27	\$8.0
6-Year Total (FY22-FY27)	\$54.2
10-Year Total (FY22-FY31)	\$86.2
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$10.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.2
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Parking Garage and Surface Lot Rehabilitation (CIP0152)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

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

Anticipated Funding Sources (\$M)

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

Facility Roof Rehabilitation and Replacement (CIP0170)

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

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

Description

This program supports facility roof rehabilitation or replacement including the preparation of assessment reports, sampling, removal, and installation of new roofing systems. Metro has approximately 660 locations that are maintained through this program.



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance roof replacements at multiple traction power electrification system stations throughout the region. Also, Metro will begin roof replacement at 15 facilities in railyards.

Cost (\$M)

Investments	
FY21 Forecast	\$11.9
Planned Investments	
FY22	\$11.8
FY23	\$8.0
FY24	\$6.0
FY25	\$6.0
FY26	\$6.0
FY27	\$6.0
6-Year Total (FY22-FY27)	\$43.8
10-Year Total (FY22-FY31)	\$67.8
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$11.8
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.1
Reimbursable	\$0.0
Debt	\$0.0

Escalator Replacement (CIP0185)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Anticipated Funding Sources (\$M)

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

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

Support Facility Improvements (CIP0197)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will renovate existing breakrooms at bus garages and railyards throughout the system.

Cost (\$M)

Investments	
FY21 Forecast	\$0.0
Planned Investments	
FY22	\$0.0
FY23	\$2.0
FY24	\$4.0
FY25	\$4.5
FY26	\$4.0
FY27	\$1.0
6-Year Total (FY22-FY27)	\$15.6
10-Year Total (FY22-FY31)	\$15.6
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

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

Railcar Rooftop Access Platform (CIP0204)

Initiative Type: Project

Category: Railcar and Railcar Facilities

Location: Systemwide

Mode: Rail

Program: Maintenance Facilities

Federal Participation (all years): No

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Advance the design, fabrication, and installation of rooftop access platforms at Brentwood, Greenbelt, Alexandria, Shady Grove, and Branch Avenue Rail Yards. Greenbelt and Brentwood are larger facilities requiring two-tier platforms to service HVAC units, and the other three locations are smaller facilities which will have one-tier platforms.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$11.0
FY21 Forecast	\$4.1
Planned Investments	
FY22	\$2.6
FY23	\$0.0
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$2.6
10-Year Total (FY22-FY31)	\$2.6
Beyond FY31	\$0.0
Total Estimated Investment	\$17.7

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$2.6
Reimbursable	\$0.0
Debt	\$0.0

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

Sustainability/Resiliency Program (CIP0212)

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

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

Description

This program develops and pilots projects to test and evaluate new technology and practices for suitability and performance within Metro operations. Once tested and evaluated by the sustainability team, these new technologies and processes can be rolled out fully across Metro as part of wider capital investments or operational improvements. Projects typically focus on methods to reduce waste, decrease consumption of energy and water, and assess resilience against environmental factors.



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue making improvements to the waste management and recycling processes throughout the system, as well conduct studies on the resilience of Metro's infrastructure against various climate factors.

Cost (\$M)

Investments	
FY21 Forecast	\$1.2
Planned Investments	
FY22	\$3.0
FY23	\$3.0
FY24	\$3.0
FY25	\$3.0
FY26	\$3.0
FY27	\$3.0
6-Year Total (FY22-FY27)	\$18.0
10-Year Total (FY22-FY31)	\$30.0
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$3.0
Reimbursable	\$0.0
Debt	\$0.0

Capital Program Development Support (CIP0213)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

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

Anticipated Funding Sources (\$M)

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

Metrorail Station Improvements (CIP0218)

Initiative Type: Project

Category: Stations and Passenger Facilities

Location: Systemwide

Mode: Rail

Program: Platforms & Structures

Federal Participation (all years): TBD

Description

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



Expected Outcome

Improves safety and customer experience by modernizing and maintaining Metrorail station infrastructure and systems in a state of good repair as measured by the Metrorail customer injury rate performance indicator [FY20 target of ≤ 1.40 injuries per million passengers]. Prevents crime and increases the security of employees and customers by ensuring station entry gates are functional.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

There are no planned deliverables in FY2022. The project will resume between FY2023-FY2027 to replace and upgrade elements within rail stations such as passenger information displays, gates, flooring, and other amenities.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$4.4
FY21 Forecast	\$1.3
Planned Investments	
FY22	\$0.0
FY23	\$10.3
FY24	\$8.3
FY25	\$9.3
FY26	\$18.5
FY27	\$19.1
6-Year Total (FY22-FY27)	\$65.4
10-Year Total (FY22-FY31)	\$113.6
Beyond FY31	\$0.0
Total Estimated Investment	\$119.3

Anticipated Funding Sources (\$M)

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

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

Rail Station Lighting Improvements (CIP0219)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Anticipated Funding Sources (\$M)

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

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

Bus Planning Studies Program (CIP0220)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
FY21 Forecast	\$1.2
Planned Investments	
FY22	\$1.3
FY23	\$1.3
FY24	\$1.3
FY25	\$1.3
FY26	\$1.3
FY27	\$1.3
6-Year Total (FY22-FY27)	\$7.5
10-Year Total (FY22-FY31)	\$12.5
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$1.3
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Bus Customer Facility Improvements (CIP0221)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
FY21 Forecast	\$5.6
Planned Investments	
FY22	\$11.1
FY23	\$11.3
FY24	\$4.9
FY25	\$4.1
FY26	\$8.5
FY27	\$2.5
6-Year Total (FY22-FY27)	\$42.4
10-Year Total (FY22-FY31)	\$52.5
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for	
Federal Grants	\$1.6
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$9.5
Reimbursable	\$0.0
Debt	\$0.0

Heavy Repair and Overhaul Facility (CIP0225)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

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

Anticipated Funding Sources (\$M)

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

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

Good Luck Road Facility (CIP0231)

Initiative Type: Project

Category: Railcar and Railcar Facilities

Location: Maryland

Mode: Rail

Program: Maintenance Facilities

Federal Participation (all years): No

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will make necessary upgrades to building infrastructure such as heating and cooling systems, security systems, and replace the facility roof.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$9.5
FY21 Forecast	\$2.5
Planned Investments	
FY22	\$0.9
FY23	\$0.3
FY24	\$3.0
FY25	\$4.0
FY26	\$4.0
FY27	\$4.1
6-Year Total (FY22-FY27)	\$16.2
10-Year Total (FY22-FY31)	\$16.2
Beyond FY31	\$0.0
Total Estimated Investment	\$28.2

Anticipated Funding Sources (\$M)

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

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

Flood Resiliency Infrastructure Upgrades (CIP0241)

Initiative Type: Project

Category: Stations and Passenger Facilities

Location: Systemwide

Mode: Rail

Program: Station Systems

Federal Participation (all years): Yes

Description

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



Expected Outcome

Reduces disruption to revenue service and increases passenger safety by mitigating the risk of fire, smoke, and other incidents caused by water intrusion into Metrorail tunnels and stations as measured by the Rail Infrastructure Availability performance indicator [FY20 target ≤3.8% of track under performance restrictions] and the number of fire incidents performance indicator [FY20 target of ≤ 50 incidents annually]. Protects Metro infrastructure and equipment which reduces the frequency and cost of repairs and replacements.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

This project will continue to assess the effectiveness of implemented resiliency initiatives and evaluate more comprehensive flood mitigation solutions at stations.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$5.1
FY21 Forecast	\$0.9
Planned Investments	
FY22	\$0.7
FY23	\$1.0
FY24	\$1.0
FY25	\$1.0
FY26	\$0.0
FY27	\$5.0
6-Year Total (FY22-FY27)	\$8.7
10-Year Total (FY22-FY31)	\$137.2
Beyond FY31	\$0.0
Total Estimated Investment	\$143.2

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.4
Dedicated Funding	\$0.2
Reimbursable	\$0.0
Debt	\$0.0

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

Rail System Drainage Rehabilitation Program (CIP0242)

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

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

Description

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



Expected Outcome

Reduces disruption to revenue service and mitigates some of the risk of fire, smoke, and other incidents caused by excess water collecting within Metrorail tunnels and stations as measured by the Rail Infrastructure Availability performance indicator [FY20 target $\leq 3.8\%$ of track under performance restrictions]. Protects Metro infrastructure and equipment which reduces the frequency and cost of repairs and replacements and helps prevent potential safety issues.

Near Term Deliverables

Conclude work on drainage pump station renewals at sixteen locations and advance four additional locations into construction near Wheaton, Silver Spring, Medical Center, and Federal Triangle. Drainage pump station renewals include replacement of pumps, piping, controls, lighting, and other structural and drainage improvements.

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.3
Dedicated Funding	\$3.9
Reimbursable	\$0.0
Debt	\$10.9

Strategic Objectives



Safety



Security



Reliability/SGR

Cost (\$M)

Investments	
FY21 Forecast	\$10.0
Planned Investments	
FY22	\$15.1
FY23	\$10.0
FY24	\$10.0
FY25	\$10.0
FY26	\$10.0
FY27	\$12.0
6-Year Total (FY22-FY27)	\$67.1
10-Year Total (FY22-FY31)	\$115.1
Beyond FY31	On-Going

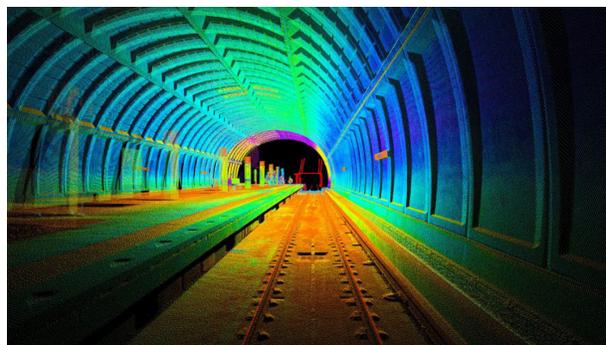
General Engineering (CIP0246)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
FY21 Forecast	\$4.9
Planned Investments	
FY22	\$2.6
FY23	\$2.6
FY24	\$2.6
FY25	\$2.6
FY26	\$2.6
FY27	\$2.5
6-Year Total (FY22-FY27)	\$15.3
10-Year Total (FY22-FY31)	\$25.4
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.4
Dedicated Funding	\$2.2
Reimbursable	\$0.0
Debt	\$0.0

Emergency Construction and Emerging Needs Program (CIP0247)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will address emergent construction needs as they arise.

Cost (\$M)

Investments	
FY21 Forecast	\$1.8
Planned Investments	
FY22	\$52.0
FY23	\$5.0
FY24	\$26.1
FY25	\$26.1
FY26	\$26.0
FY27	\$46.0
6-Year Total (FY22-FY27)	\$181.2
10-Year Total (FY22-FY31)	\$385.2
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$52.0
Reimbursable	\$0.0
Debt	\$0.0

Automatic Train Control State of Good Repair (CIP0251)

Initiative Type: Program
Category: Rail Systems
Location: Systemwide

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

Description

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



Expected Outcome

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

Near Term Deliverables

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

Anticipated Funding Sources (\$M)

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

Strategic Objectives



Safety



Security



Reliability/SGR

Cost (\$M)

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

Low Voltage Power State of Good Repair (CIP0252)

Initiative Type: Program
Category: Rail Systems
Location: Systemwide

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Anticipated Funding Sources (\$M)

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

Cost (\$M)

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

Traction Power State of Good Repair (CIP0253)

Initiative Type: Program
Category: Rail Systems
Location: Systemwide

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

Description

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



Expected Outcome

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

Near Term Deliverables

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

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$31.2
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$15.1
Reimbursable	\$0.0
Debt	\$0.0

Strategic Objectives



Safety



Security



Reliability/SGR

Cost (\$M)

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

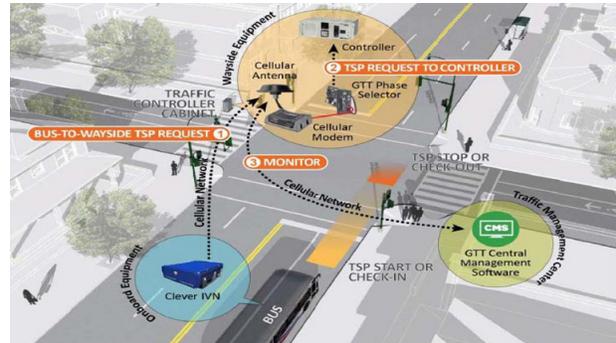
Bus Priority Program Development (CIP0254)

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

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

Description

In response to the September 2018 Bus Transformation Project, the Bus Priority Program aims to improve bus service and equity. This program plans and implements new initiatives and technology to advance bus priority strategies.



Expected Outcome

Increases the reliability of Metrobus service by developing strategies and working with jurisdictions to reduce travel time of buses through technology that prioritizes bus travel.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Development of a bus priority program of executable projects aligned with objectives endorsed in Bus Transformation Project study. This will include partnering with regional transportation entities to increase bus lanes, queue jumps, and the Transit Signal Priority project.

Cost (\$M)

Investments	
FY21 Forecast	\$2.0
Planned Investments	
FY22	\$2.2
FY23	\$4.5
FY24	\$3.4
FY25	\$3.4
FY26	\$3.4
FY27	\$3.8
6-Year Total (FY22-FY27)	\$20.9
10-Year Total (FY22-FY31)	\$47.5
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$2.2
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Fare Collection Modernization (CIP0255)

Initiative Type: Project

Category: Stations and Passenger Facilities

Location: Systemwide

Mode: Systemwide

Program: Station Systems

Federal Participation (all years): Yes

Description

This project replaces Metro's aging fare collection systems in rail stations and aboard Metrobuses and develops new methods for customers to pay for and manage their payment accounts.



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

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

Anticipated Funding Sources (\$M)

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

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

7000-Series Railcars (CIP0256)

Initiative Type: Project

Category: Railcar and Railcar Facilities

Location: Systemwide

Mode: Rail

Program: Acquisition

Federal Participation (all years): Yes

Description

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



Expected Outcome

Replaces the unreliable 1000, 4000, and 5000 series vehicles, which will improve customer safety and reduce failures that interrupt revenue service as measured by the Metrorail customer injury rate performance indicator [FY20 target of ≤1.40 injuries per million passengers] and the Rail Fleet Reliability performance indicator [FY20 ≥130,000 miles between delay]. Metro was directed by NTSB to remove the 1000 Series fleet from service due to safety deficiencies.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

All 7000 series railcars have been received. Metro will make milestone payments for railcar warranties, and advance work on modifications related to closed circuit television improvements, cybersecurity improvements, Vehicle Track Interaction System upgrades, and improved training for Car Maintenance on 7000 Series vehicles.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$1,055.0
FY21 Forecast	\$39.8
Planned Investments	
FY22	\$54.4
FY23	\$43.6
FY24	\$41.5
FY25	\$35.7
FY26	\$30.0
FY27	\$86.1
6-Year Total (FY22-FY27)	\$291.2
10-Year Total (FY22-FY31)	\$371.2
Beyond FY31	\$0.0
Total Estimated Investment	\$1,466.0

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$15.3
Dedicated Funding	\$16.8
Reimbursable	\$0.0
Debt	\$22.2

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

Emergency Trip Station (ETS) Rehabilitation (CIP0257)

Initiative Type: Project

Category: Rail Systems

Location: Systemwide

Mode: Rail

Program: Signals & Communications

Federal Participation (all years): No

Description

The existing Emergency Trip Station (ETS) system has an aging, deteriorating infrastructure and utilizes obsolete electrical components and communications technology. This project upgrades the Rail Right-Of-Way (ROW) ETS system including the telephones.



Expected Outcome

Improves the safety of Metro customers and employees through state of good repair replacement with newer and more reliable equipment as measured by the Metrorail customer injury rate performance indicator [FY20 target of ≤1.40 injuries per million passengers] and the Metrorail system employee injury rate performance indicator [FY20 target of ≤3.4 per 200,000 hours worked].

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$3.8
FY21 Forecast	\$0.2
Planned Investments	
FY22	\$3.0
FY23	\$5.0
FY24	\$5.0
FY25	\$10.0
FY26	\$10.0
FY27	\$20.0
6-Year Total (FY22-FY27)	\$53.0
10-Year Total (FY22-FY31)	\$127.7
Beyond FY31	\$0.0
Total Estimated Investment	\$131.7

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$3.0
Reimbursable	\$0.0
Debt	\$0.0

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

Station And Tunnel Fire Alarm Rehabilitation (CIP0258)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

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

Anticipated Funding Sources (\$M)

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

Employee Timekeeping System (CIP0259)

Initiative Type: Project

Category: Business & Operations Support

Location: Systemwide

Mode: Systemwide

Program: IT

Federal Participation (all years): No

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

The MetroTime project will be completed and transition into the operations and maintenance phase for the core timekeeping solution and continue rolling out the installation of time clocks throughout the rail system for employees who direct report to work sites.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$29.6
FY21 Forecast	\$8.2
Planned Investments	
FY22	\$1.7
FY23	\$0.0
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$1.7
10-Year Total (FY22-FY31)	\$1.7
Beyond FY31	\$0.0
Total Estimated Investment	\$39.5

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$1.7
Reimbursable	\$0.0
Debt	\$0.0

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

Rail Tunnel Lighting Replacement (CIP0261)

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

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

Description

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



Expected Outcome

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

Near Term Deliverables

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

Strategic Objectives



Safety



Security



Reliability/SGR

Anticipated Funding Sources (\$M)

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

Cost (\$M)

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

Tunnel Water Leak Mitigation (CIP0262)

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

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

Description

This program mitigates water infiltration into the Metrorail tunnel system.



Expected Outcome

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

Near Term Deliverables

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

Strategic Objectives



Safety



Security



Reliability/SGR

Anticipated Funding Sources (\$M)

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

Cost (\$M)

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

Historic Bus Loop and Facility Rehabilitation (CIP0266)

Initiative Type: Project

Category: Bus, Bus Facilities & Paratransit

Location: District of Columbia

Mode: Bus

Program: Passenger Facilities/Systems

Federal Participation (all years): No

Description

This project rehabilitates three historic bus terminals: Calvert Street, Chevy Chase, and Colorado Avenue. All three facilities are obsolete and in failing condition and this will ensure the terminals are returned to a state of good repair.



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue the rehabilitation of three historic bus passenger facilities located at Chevy Chase, Calvert Street, and Colorado Avenue within the District of Columbia.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$0.1
FY21 Forecast	\$1.4
Planned Investments	
FY22	\$3.3
FY23	\$0.0
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$3.3
10-Year Total (FY22-FY31)	\$3.3
Beyond FY31	\$0.0
Total Estimated Investment	\$4.8

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.1
Reimbursable	\$0.0
Debt	\$3.2

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

Asset Management Software (CIP0269)

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

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

Description

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



Expected Outcome

Improves Metro's ability to track and maintain over \$42 billion in physical assets to enable proper maintenance in support of safe and reliable service.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance the development of asset management plans, and standardizing the configuration of asset data in the asset management system.

Cost (\$M)

Investments	
FY21 Forecast	\$1.1
Planned Investments	
FY22	\$1.9
FY23	\$1.9
FY24	\$1.3
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$5.1
10-Year Total (FY22-FY31)	\$7.6
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

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

Capital Delivery Program Support (CIP0270)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

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

Anticipated Funding Sources (\$M)

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

Digital Display and Wayfinding Improvements (CIP0272)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

No planned deliverables for FY2022.

Cost (\$M)

Investments	
FY21 Forecast	\$0.9
Planned Investments	
FY22	\$0.0
FY23	\$5.5
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$5.5
10-Year Total (FY22-FY31)	\$153.0
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

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

Support Facility Rehabilitation (CIP0273)

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

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

Description

This program rehabilitates administrative facilities for employees, including breakrooms, bathrooms, and work areas.



Expected Outcome

Rehabilitates and modernizes administrative facilities for employees, enabling departments to be better organized, contributing to Metro's fiscal responsibility through improved productivity. Upgraded employee facilities will improve safety and satisfaction, and contribute to Metro's goal to be an employer-of-choice.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will rehabilitate operation, maintenance, and administrative facilities, including the Brentwood Railyard office reconfiguration, and the continuation of passenger station breakroom rehabilitations.

Cost (\$M)

Investments	
FY21 Forecast	\$8.6
Planned Investments	
FY22	\$3.3
FY23	\$4.9
FY24	\$5.5
FY25	\$5.5
FY26	\$5.0
FY27	\$5.0
6-Year Total (FY22-FY27)	\$29.2
10-Year Total (FY22-FY31)	\$49.2
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$3.3
Reimbursable	\$0.0
Debt	\$0.0

New Carrollton Garage and Bus Bays (CIP0275)

Initiative Type: Project

Category: Bus, Bus Facilities & Paratransit

Location: Maryland

Mode: Bus

Program: Passenger Facilities/Systems

Federal Participation (all years): No

Description

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



Expected Outcome

Increase station access, ridership and the customer experience.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

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

Anticipated Funding Sources (\$M)

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

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

Art in Transit and Station Commercialization Program (CIP0276)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will develop design guidelines for commercialization of Metrorail stations and support the Art In Transit program.

Cost (\$M)

Investments	
FY21 Forecast	\$0.2
Planned Investments	
FY22	\$0.3
FY23	\$3.5
FY24	\$0.0
FY25	\$0.0
FY26	\$1.0
FY27	\$1.0
6-Year Total (FY22-FY27)	\$5.8
10-Year Total (FY22-FY31)	\$7.2
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

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

Supply Chain Modernization (CIP0277)

Initiative Type: Project

Category: Business & Operations Support

Location: Systemwide

Mode: Systemwide

Program: Support Equipment/Services

Federal Participation (all years): No

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

This project will complete an analysis of Metro's supply chain business processes and evaluate technologies and software available to improve Metro's supply chain management of parts and supplies used by various maintenance employees. This project improves Metro's financial responsibility and increases availability of parts and supplies.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$2.7
FY21 Forecast	\$1.0
Planned Investments	
FY22	\$0.5
FY23	\$3.0
FY24	\$3.0
FY25	\$3.0
FY26	\$3.5
FY27	\$0.0
6-Year Total (FY22-FY27)	\$13.0
10-Year Total (FY22-FY31)	\$13.0
Beyond FY31	\$0.0
Total Estimated Investment	\$16.7

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.5
Reimbursable	\$0.0
Debt	\$0.0

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

Railyard Shop Equipment Replacement (CIP0279)

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

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

Description

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



Expected Outcome

Allows railcar maintenance activities to be completed safely and efficiently using equipment that is maintained in a state of good repair as measured by the Metrorail system employee injury rate performance indicator [FY20 target of ≤3.4 per 200,000 hours worked] and the Rail Fleet Reliability performance indicator [FY20 ≥130,000 miles between delay].

Near Term Deliverables

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

Anticipated Funding Sources (\$M)

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

Strategic Objectives



Safety



Security



Reliability/SGR

Cost (\$M)

Investments	
FY21 Forecast	\$0.2
Planned Investments	
FY22	\$0.9
FY23	\$1.3
FY24	\$1.0
FY25	\$1.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$4.2
10-Year Total (FY22-FY31)	\$4.2
Beyond FY31	On-Going

Major Railcar Maintenance Equipment State of Good Repair (CIP0283)

Initiative Type: Program

Category: Railcar and Railcar Facilities

Location: Systemwide

Mode: Rail

Program: Maintenance Facilities

Federal Participation (all years): No

Description

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



Expected Outcome

Provides employees with appropriate equipment to maintain railcars in a state of good repair as measured by Rail Fleet Reliability performance indicator [FY20 \geq 130,000 miles between delay].

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance construction for the rehabilitation of railcar washes at Greenbelt, New Carrollton, West Falls Church, Alexandria, and Shady Grove Rail Yards to meet the goal of washing railcars more frequently.

Cost (\$M)

Investments	
FY21 Forecast	\$3.3
Planned Investments	
FY22	\$3.3
FY23	\$4.0
FY24	\$2.4
FY25	\$2.5
FY26	\$1.1
FY27	\$0.0
6-Year Total (FY22-FY27)	\$13.2
10-Year Total (FY22-FY31)	\$13.2
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$3.3
Reimbursable	\$0.0
Debt	\$0.0

Railyard Facility and Site Rehabilitation (CIP0284)

Initiative Type: Program

Category: Railcar and Railcar Facilities

Location: Systemwide

Mode: Rail

Program: Maintenance Facilities

Federal Participation (all years): No

Description

This program rehabilitates railyard facilities, systems, and site assets to achieve and maintain a state of good repair.



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will complete the installation of the drop table at Shady Grove Service and Inspection Shop and complete facility assessments and design packages as part of a system wide rail yard rehabilitation plan.

Cost (\$M)

Investments	
FY21 Forecast	\$1.8
Planned Investments	
FY22	\$2.1
FY23	\$26.5
FY24	\$40.0
FY25	\$43.4
FY26	\$48.0
FY27	\$20.0
6-Year Total (FY22-FY27)	\$180.0
10-Year Total (FY22-FY31)	\$437.2
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$2.1
Reimbursable	\$0.0
Debt	\$0.0

Power Generator Replacement (CIP0286)

Initiative Type: Program
Category: Rail Systems
Location: Systemwide

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro plans to replace generators at Addison Road, Bladensburg Bus Division, and Metro Supply Facility.

Cost (\$M)

Investments	
FY21 Forecast	\$0.6
Planned Investments	
FY22	\$0.7
FY23	\$1.4
FY24	\$1.4
FY25	\$1.4
FY26	\$1.4
FY27	\$2.1
6-Year Total (FY22-FY27)	\$8.4
10-Year Total (FY22-FY31)	\$22.4
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.7
Reimbursable	\$0.0
Debt	\$0.0

Third Rail Reconfiguration (CIP0289)

Initiative Type: Project

Category: Track and Structures Rehabilitation

Location: Systemwide

Mode: Rail

Program: Fixed Rail

Federal Participation (all years): TBD

Description

This project evaluates options to improve the third rail configuration to improve resiliency and reliability of other critical systems such as automatic train control and communications.



Expected Outcome

Efficiently transports high voltage power throughout the rail system and does not cause other failures of the automatic train control or communications systems.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

No planned deliverables in FY2022.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$0.7
FY21 Forecast	\$0.0
Planned Investments	
FY22	\$0.0
FY23	\$0.5
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$0.5
10-Year Total (FY22-FY31)	\$24.5
Beyond FY31	\$206.6
Total Estimated Investment	\$231.8

Anticipated Funding Sources (\$M)

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

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

Tunnel Ventilation Improvements (CIP0291)

Initiative Type: Project

Category: Track and Structures Rehabilitation

Location: District of Columbia

Mode: Rail

Program: Structures

Federal Participation (all years): Yes

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance assessments and designs of ventilation improvements.

Cost (\$M)

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

Anticipated Funding Sources (\$M)

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

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

Bridge Rehabilitation Program (CIP0294)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Anticipated Funding Sources (\$M)

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

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

Union Station Improvements (CIP0297)

Initiative Type: Project

Category: Stations and Passenger Facilities

Location: District of Columbia

Mode: Rail

Program: Platforms & Structures

Federal Participation (all years): No

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will begin construction on the First St NE entrance at Union Station.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$0.0
FY21 Forecast	\$1.3
Planned Investments	
FY22	\$7.3
FY23	\$0.3
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$7.6
10-Year Total (FY22-FY31)	\$7.6
Beyond FY31	\$0.0
Total Estimated Investment	\$8.9

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$1.9
Reimbursable	\$0.0
Debt	\$5.4

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

Huntington Station Parking Garage Replacement (CIP0302)

Initiative Type: Project

Category: Stations and Passenger Facilities

Location: Commonwealth of Virginia

Mode: Rail

Program: Platforms & Structures

Federal Participation (all years): TBD

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will work with Fairfax County to create a Master Plan for development at the south end of the Huntington Station to include replacement of the south parking garage and additional joint development.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$0.3
FY21 Forecast	\$0.5
Planned Investments	
FY22	\$1.3
FY23	\$2.0
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$3.3
10-Year Total (FY22-FY31)	\$35.8
Beyond FY31	\$0.0
Total Estimated Investment	\$36.6

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$1.3
Reimbursable	\$0.0
Debt	\$0.0

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

Rail Passenger Facility State of Good Repair Program (CIP0305)

Initiative Type: Program

Category: Stations and Passenger Facilities

Location: Systemwide

Mode: Rail

Program: Platforms & Structures

Federal Participation (all years): TBD

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

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

Anticipated Funding Sources (\$M)

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

Station Platform Rehabilitation - Phase 2 (CIP0307)

Initiative Type: Project

Category: Stations and Passenger Facilities

Location: Commonwealth of Virginia

Mode: Rail

Program: Platforms & Structures

Federal Participation (all years): Yes

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

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

Anticipated Funding Sources (\$M)

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

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

Station Platform Rehabilitation - Phase 3 (CIP0308)

Initiative Type: Project

Category: Stations and Passenger Facilities

Location: Systemwide

Mode: Rail

Program: Platforms & Structures

Federal Participation (all years): Yes

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

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

Anticipated Funding Sources (\$M)

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

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

Huntington Station Additional Entrance (CIP0309)

Initiative Type: Project

Category: Stations and Passenger Facilities

Location: Commonwealth of Virginia

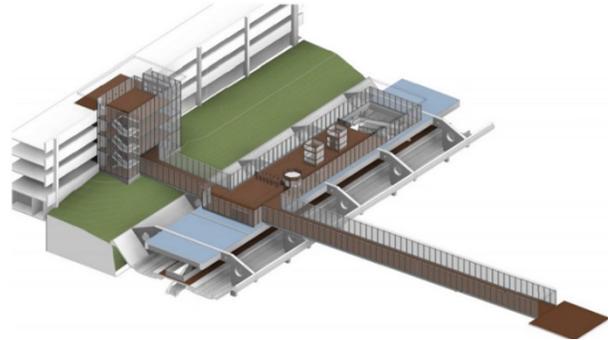
Mode: Rail

Program: Platforms & Structures

Federal Participation (all years): TBD

Description

This project constructs an additional pedestrian entrance to the Huntington Metrorail station to improve station circulation. It will also provide ADA access to the station during the demolition and reconstruction of the South Parking Garage.



Expected Outcome

Improves station access for customers by providing a second ADA compliant entrance to the station.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

In FY2020, structural footers were installed for the new entrance during the Platform Rehab Phase 1 summer shutdown. Construction of the new entrance is projected for future fiscal years, starting in FY2025.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$13.3
FY21 Forecast	\$0.0
Planned Investments	
FY22	\$0.0
FY23	\$0.0
FY24	\$0.0
FY25	\$5.0
FY26	\$9.2
FY27	\$21.8
6-Year Total (FY22-FY27)	\$36.0
10-Year Total (FY22-FY31)	\$104.0
Beyond FY31	\$0.0
Total Estimated Investment	\$117.3

Anticipated Funding Sources (\$M)

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

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

Station Platform Rehabilitation - Phase 4 (CIP0310)

Initiative Type: Project

Category: Stations and Passenger Facilities

Location: Systemwide

Mode: Rail

Program: Platforms & Structures

Federal Participation (all years): No

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Anticipated Funding Sources (\$M)

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

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

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

Bladensburg Bus Garage Replacement (CIP0311)

Initiative Type: Project

Category: Bus, Bus Facilities & Paratransit

Location: District of Columbia

Mode: Bus

Program: Maintenance Facilities

Federal Participation (all years): Yes

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

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

Anticipated Funding Sources (\$M)

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

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

Four Mile Run Bus Garage Rehabilitation (CIP0312)

Initiative Type: Project

Category: Bus, Bus Facilities & Paratransit

Location: Commonwealth of Virginia

Mode: Bus

Program: Maintenance Facilities

Federal Participation (all years): No

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will complete design for the rehabilitation of bus service lanes at the Four Mile Run Bus Garage with construction estimated to begin in FY2022.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$0.0
FY21 Forecast	\$0.7
Planned Investments	
FY22	\$4.5
FY23	\$10.6
FY24	\$15.0
FY25	\$20.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$50.1
10-Year Total (FY22-FY31)	\$50.1
Beyond FY31	\$0.0
Total Estimated Investment	\$50.8

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$1.1
Reimbursable	\$0.0
Debt	\$3.5

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

Northern Bus Garage Replacement (CIP0315)

Initiative Type: Project

Category: Bus, Bus Facilities & Paratransit

Location: District of Columbia

Mode: Bus

Program: Maintenance Facilities

Federal Participation (all years): Yes

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

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

Anticipated Funding Sources (\$M)

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

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

Bus Maintenance Facility State of Good Repair Program (CIP0319)

Initiative Type: Program

Category: Bus, Bus Facilities & Paratransit

Location: Systemwide

Mode: Bus

Program: Maintenance Facilities

Federal Participation (all years): No

Description

This program renovates bus maintenance facilities and equipment to achieve a state of good repair.



Expected Outcome

Provides modern, efficient, and safe bus operations and maintenance facilities as measured by the Metrobus customer injury rate performance indicator [FY20 target of ≤2.45 injuries per million passengers].

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will assess and design the rehabilitation needs for the Landover Bus Facility. It will then begin the design process for the construction of bus operator restrooms and breakrooms at various locations.

Cost (\$M)

Investments	
FY21 Forecast	\$0.1
Planned Investments	
FY22	\$0.1
FY23	\$0.6
FY24	\$1.3
FY25	\$0.5
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$2.4
10-Year Total (FY22-FY31)	\$37.4
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.1
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Capital Program Financial Support (CIP0324)

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

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

Description

This program provides staff to support the financial management of the capital program, to include jurisdictional funds and federal grants.



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
FY21 Forecast	\$4.3
Planned Investments	
FY22	\$3.4
FY23	\$3.9
FY24	\$3.9
FY25	\$3.9
FY26	\$3.9
FY27	\$3.9
6-Year Total (FY22-FY27)	\$22.6
10-Year Total (FY22-FY31)	\$38.0
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$3.4
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Real-time Bus and Rail Data Feed Development (CIP0326)

Initiative Type: Project

Category: Bus, Bus Facilities & Paratransit

Location: Systemwide

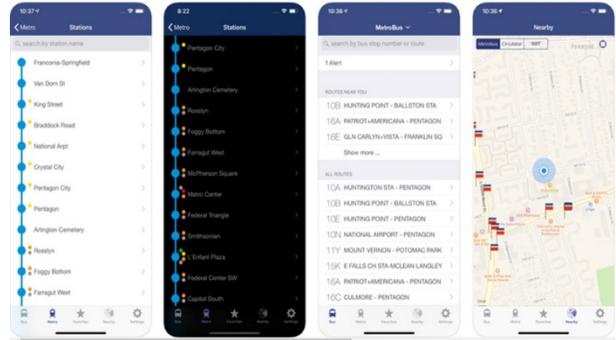
Mode: Bus

Program: Passenger Facilities/Systems

Federal Participation (all years): No

Description

This project develops general transit feed specifications (GTFS) for real-time data feeds for bus and rail service.



Expected Outcome

Provides a real-time information feed that contains schedule, fare, and geographic transit information, which improves the customer experience.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will advance development of solutions for delivering a real-time bus on-time performance and travel speed management dashboard and provide a tool to communicate real time service information.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$0.0
FY21 Forecast	\$0.7
Planned Investments	
FY22	\$0.4
FY23	\$0.0
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$0.4
10-Year Total (FY22-FY31)	\$0.4
Beyond FY31	\$0.0
Total Estimated Investment	\$1.1

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.4
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

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

Information Technology Data Center (CIP0330)

Initiative Type: Project

Category: Business & Operations Support

Location: Systemwide

Mode: Systemwide

Program: IT

Federal Participation (all years): No

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

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

Anticipated Funding Sources (\$M)

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

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

Enterprise Resource Planning Software Replacement (CIP0331)

Initiative Type: Project

Category: Business & Operations Support

Location: Systemwide

Mode: Systemwide

Program: IT

Federal Participation (all years): No

Description

This project will implement a new enterprise resource planning (ERP) system. Metro will assess the existing suite of ERP systems supporting finance, procurement, workforce, payroll, and data warehousing functions to provide a roadmap and select an alternative to replace the current system.



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will begin documenting business requirements and existing processes and research available ERP applications.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$0.8
FY21 Forecast	\$1.4
Planned Investments	
FY22	\$6.3
FY23	\$10.0
FY24	\$10.0
FY25	\$21.0
FY26	\$28.5
FY27	\$25.0
6-Year Total (FY22-FY27)	\$100.8
10-Year Total (FY22-FY31)	\$253.6
Beyond FY31	\$0.0
Total Estimated Investment	\$255.8

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$6.3
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

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

Fiber Optic Cable Installation (CIP0332)

Initiative Type: Project

Category: Business & Operations Support

Location: Systemwide

Mode: Systemwide

Program: IT

Federal Participation (all years): No

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

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

Anticipated Funding Sources (\$M)

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

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

Office Consolidation - District of Columbia (CIP0335)

Initiative Type: Project

Category: Business & Operations Support

Location: District of Columbia

Mode: Systemwide

Program: Support Equipment/Services

Federal Participation (all years): No

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

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

Anticipated Funding Sources (\$M)

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

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

Facility Energy Management Upgrades (CIP0336)

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

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

Description

This program analyzes data gathered from Metro's Energy Management System to recommend improvements in energy use and management at Metro facilities.



Expected Outcome

Optimizes energy use and management strategies at Metro facilities.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will complete the Electricity Supply Development Plan which will support the jurisdictional wholesale electricity supply compacts. The study will assess electricity market intelligence, identifying new supply products for on/off-site electricity purchasing, compliance to regional clean energy targets, and provide long-term strategies to manage variable electricity supply markets.

Anticipated Funding Sources (\$M)

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

Cost (\$M)

Investments	
FY21 Forecast	\$0.4
Planned Investments	
FY22	\$0.2
FY23	\$0.0
FY24	\$0.4
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$0.6
10-Year Total (FY22-FY31)	\$0.6
Beyond FY31	On-Going

Office Consolidation - Virginia (CIP0337)

Initiative Type: Project

Category: Business & Operations Support

Location: Commonwealth of Virginia

Mode: Systemwide

Program: Support Equipment/Services

Federal Participation (all years): No

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

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

Anticipated Funding Sources (\$M)

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

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

Office Consolidation - Maryland (CIP0338)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

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

Anticipated Funding Sources (\$M)

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

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

Rail Station Emergency Egress Improvements (CIP0339)

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

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

Description

This program improves guidance signage for first responders to help them assess their location and direction throughout the Metrorail system.



Expected Outcome

Improves the safety of customers and employees by providing clear signage to help first responders to reach emergency situations.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

There is no planned activity in FY 2022.

Cost (\$M)

Investments	
FY21 Forecast	\$0.0
Planned Investments	
FY22	\$0.0
FY23	\$0.5
FY24	\$1.0
FY25	\$1.0
FY26	\$1.0
FY27	\$1.0
6-Year Total (FY22-FY27)	\$4.5
10-Year Total (FY22-FY31)	\$10.0
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

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

Rail System Standpipe Replacement Program (CIP0341)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Anticipated Funding Sources (\$M)

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

Cost (\$M)

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

Information Technology Hardware State of Good Repair (CIP0342)

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

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

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
FY21 Forecast	\$16.4
Planned Investments	
FY22	\$23.6
FY23	\$15.2
FY24	\$15.5
FY25	\$15.8
FY26	\$16.2
FY27	\$16.6
6-Year Total (FY22-FY27)	\$102.9
10-Year Total (FY22-FY31)	\$170.3
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$23.6
Reimbursable	\$0.0
Debt	\$0.0

Information Technology Software State of Good Repair (CIP0343)

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

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

Description

This program supports state of good repair activities for critical software applications including web applications, cybersecurity, rail operations, enterprise resource planning (ERP) systems.



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
FY21 Forecast	\$31.1
Planned Investments	
FY22	\$33.9
FY23	\$31.2
FY24	\$30.7
FY25	\$31.3
FY26	\$32.4
FY27	\$32.5
6-Year Total (FY22-FY27)	\$192.0
10-Year Total (FY22-FY31)	\$329.3
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$24.3
Dedicated Funding	\$9.6
Reimbursable	\$0.0
Debt	\$0.0

IT Program Management Support (CIP0344)

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

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

Description

This program oversees Metro applications' enterprise testing efforts by providing audit support, establishing an IT process support model, standardization of change management, and support services.



Expected Outcome

Provides oversight of IT application development to enable compliance with Metro's security and quality standards. Supports policy implementation to mitigate potential audit concerns regarding IT's processes and ongoing operations and internal IT stakeholders' compliance.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will support enterprise applications in order to deliver IT capital investments that meet Metro's security and quality standards.

Cost (\$M)

Investments	
FY21 Forecast	\$1.4
Planned Investments	
FY22	\$1.8
FY23	\$1.8
FY24	\$1.9
FY25	\$1.9
FY26	\$1.9
FY27	\$2.0
6-Year Total (FY22-FY27)	\$11.4
10-Year Total (FY22-FY31)	\$19.7
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

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

Structural Rehabilitation - Package 1 (CIP0348)

Initiative Type: Project

Category: Track and Structures Rehabilitation

Location: Systemwide

Mode: Rail

Program: Structures

Federal Participation (all years): TBD

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

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

Anticipated Funding Sources (\$M)

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

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

Yellow Line Tunnel and Bridge Rehabilitation (CIP0349)

Initiative Type: Project

Category: Track and Structures Rehabilitation

Location: District of Columbia

Mode: Rail

Program: Structures

Federal Participation (all years): TBD

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

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

Anticipated Funding Sources (\$M)

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

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

Rail Station Platform Canopy Rehabilitation Program (CIP0352)

Initiative Type: Program

Category: Stations and Passenger Facilities

Location: Systemwide

Mode: Rail

Program: Platforms & Structures

Federal Participation (all years): No

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

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

Anticipated Funding Sources (\$M)

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

Enterprise Resource Planning Software Upgrade (CIP0354)

Initiative Type: Project

Category: Business & Operations Support

Location: Systemwide

Mode: Systemwide

Program: IT

Federal Participation (all years): No

Description

This project will sustain and upgrade the current enterprise resource planning (ERP) system until it is replaced at the end of its life. Upgrades include implementing new modules for ePerformance and eCompensation.



Expected Outcome

Keeps Metro's current ERP system up-to-date and will continue to be under vendor support until the anticipated software sunset date of 2030.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will integrate new performance management modules into the current ERP system enabling users to manage their performance e-reports.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$0.0
FY21 Forecast	\$0.6
Planned Investments	
FY22	\$6.6
FY23	\$8.6
FY24	\$8.3
FY25	\$3.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$26.5
10-Year Total (FY22-FY31)	\$26.5
Beyond FY31	\$0.0
Total Estimated Investment	\$27.1

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$6.6
Reimbursable	\$0.0
Debt	\$0.0

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

Zero Emission Bus Acquisition and Evaluation (CIP0355)

Initiative Type: Project

Category: Bus, Bus Facilities & Paratransit

Location: Systemwide

Mode: Bus

Program: Acquisition

Federal Participation (all years): Yes

Description

This project purchases electric buses and evaluates potential transition of the fleet to zero emissions technology. Results of the evaluation will inform, guide, and direct Metro's future bus fleet strategy and plans for supporting equipment and infrastructure.



Expected Outcome

Results of the pilot will inform and guide Metro's strategy for the future bus fleet. Zero-emission buses bring value to the region by reducing local air pollution, providing a quieter, smoother ride and supporting a more livable region.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will complete designs for the electric bus charging system, develop a quality control, safety and risk management plan, take delivery of and commission test buses and begin the performance and evaluation period.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$0.0
FY21 Forecast	\$1.0
Planned Investments	
FY22	\$4.5
FY23	\$5.3
FY24	\$10.0
FY25	\$6.2
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$26.1
10-Year Total (FY22-FY31)	\$26.1
Beyond FY31	\$0.0
Total Estimated Investment	\$27.1

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$4.3
PRIIA/RSI Grants	\$0.0
System Performance	\$0.2
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

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

Tunnel Ventilation Improvements - Red Line Pilot (CIP0356)

Initiative Type: Project

Category: Track and Structures Rehabilitation

Location: District of Columbia

Mode: Rail

Program: Structures

Federal Participation (all years): TBD

Description

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



Expected Outcome

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

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

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

Anticipated Funding Sources (\$M)

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

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

D&E Railcar Acquisition (CIP8001)

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

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

Description

This program provides surveys, studies, engineering, and design tasks to support new railcar acquisition efforts.



Expected Outcome

Supports efforts to develop and prioritize projects related to railcar fleet acquisition needs. Railcar projects aid in maintaining a state of good repair of the railcar fleet by replacing the least reliable and poor performing vehicles.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

No planned deliverables in FY2022. Project will resume in FY2024 to update the Rail Fleet Plan.

Cost (\$M)

Investments	
FY21 Forecast	\$0.0
Planned Investments	
FY22	\$0.0
FY23	\$0.0
FY24	\$0.5
FY25	\$0.8
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$1.3
10-Year Total (FY22-FY31)	\$1.8
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

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

D&E Rail Yard Improvements (CIP8005)

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

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

Description

This program provides surveys, studies, engineering, and designs to support rail yard improvements.



Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging rail maintenance facility needs before committing to larger investments.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

There are no planned deliverables for FY2022.

Cost (\$M)

Investments	
FY21 Forecast	\$0.8
Planned Investments	
FY22	\$0.0
FY23	\$0.5
FY24	\$0.5
FY25	\$0.5
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$1.5
10-Year Total (FY22-FY31)	\$44.6
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

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

Future Railcar Maintenance Facilities (CIP8006)

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

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

Description

This program provides surveys, studies, engineering, and designs to support railcar maintenance facility needs which may lead to capital initiatives.



Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging needs related to rail maintenance facility improvements before committing to larger investments.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

No deliverables are planned for FY2022. Program is expect to commence in FY2023 to support to the Track and Structures Systems Maintenance (TSSM) building rehabilitation study.

Cost (\$M)

Investments	
FY21 Forecast	\$0.0
Planned Investments	
FY22	\$0.0
FY23	\$0.2
FY24	\$0.0
FY25	\$0.0
FY26	\$4.2
FY27	\$10.0
6-Year Total (FY22-FY27)	\$14.4
10-Year Total (FY22-FY31)	\$264.8
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

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

D&E Electrical Improvements (CIP8007)

Initiative Type: Program
Category: Rail Systems
Location: Systemwide

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

Description

This program provides surveys, studies, engineering, and designs to support train propulsion needs that may lead to future capital initiatives.



Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging needs before committing to larger investments.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will complete tagging relay software updates in the Track Rights System. Metro will also start low voltage condition assessment and the braking energy recovery study.

Cost (\$M)

Investments	
FY21 Forecast	\$0.1
Planned Investments	
FY22	\$1.0
FY23	\$9.1
FY24	\$3.6
FY25	\$2.0
FY26	\$13.3
FY27	\$14.4
6-Year Total (FY22-FY27)	\$43.3
10-Year Total (FY22-FY31)	\$100.4
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

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

Future Traction Power Projects (CIP8008)

Initiative Type: Program
Category: Rail Systems
Location: Systemwide

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

Description

This program supports the development of future large scale propulsion projects that have yet to be fully defined, but are known needs.



Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging needs before committing to larger investments. This program will evaluate power sustainability and energy efficiency best practices.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

No planned deliverables in FY2022. Potential projects expected to commence between FY2024 and FY2026.

Cost (\$M)

Investments	
FY21 Forecast	\$0.0
Planned Investments	
FY22	\$0.0
FY23	\$0.0
FY24	\$13.3
FY25	\$13.3
FY26	\$13.3
FY27	\$13.3
6-Year Total (FY22-FY27)	\$53.3
10-Year Total (FY22-FY31)	\$106.5
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

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

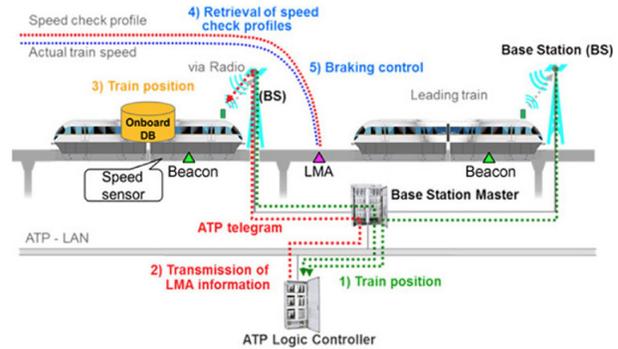
Future Signals and Communications Improvements (CIP8010)

Initiative Type: Program
Category: Rail Systems
Location: Systemwide

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

Description

This program supports the development of future signals and communication projects to address identified needs. This program will also support a future next generation signaling system which is expected to require a rough order of magnitude investment of over \$2 billion.



Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging needs before committing to larger investments.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro expects to begin this program in about FY2026.

Cost (\$M)

Investments	
FY21 Forecast	\$0.0
Planned Investments	
FY22	\$0.0
FY23	\$0.0
FY24	\$0.0
FY25	\$0.0
FY26	\$5.0
FY27	\$8.0
6-Year Total (FY22-FY27)	\$13.0
10-Year Total (FY22-FY31)	\$113.0
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

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

D&E Fixed Rail Improvements (CIP8011)

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

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

Description

This program supports the development and evaluation of new initiatives associated with railway improvements.



Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging needs before committing to larger investments.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will design a solution to address deteriorating interlockings. A study will also be conducted to assess the condition of the floating concrete slabs, and determine solutions for repair or replacement to address issues related to settling or cracking of the concrete.

Cost (\$M)

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$3.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	
FY21 Forecast	\$1.7
Planned Investments	
FY22	\$3.0
FY23	\$6.8
FY24	\$3.1
FY25	\$0.0
FY26	\$10.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$22.9
10-Year Total (FY22-FY31)	\$23.5
Beyond FY31	On-Going

D&E Track Structures Improvements (CIP8013)

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

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

Description

This program supports Metro's efforts to complete surveys, studies, engineering, and design tasks for tracks' and structures' capital initiatives.



Expected Outcome

Supports efforts to develop and evaluate potential solutions for emerging track and structural needs before committing to larger investments.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue a study to address crowding in trains and stations and congestion within the busy Blue/Orange/Silver Line shared corridor. A study to address drainage issues that impact the track infrastructure on the Red Line, particularly near Takoma, is also planned.

Cost (\$M)

Investments	
FY21 Forecast	\$3.0
Planned Investments	
FY22	\$2.4
FY23	\$1.8
FY24	\$0.9
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$5.0
10-Year Total (FY22-FY31)	\$70.8
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$2.4
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Future Track and Structures Improvements (CIP8014)

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

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

Description

This program provides surveys, studies, engineering, and design tasks to support track and structures improvement efforts that may lead to future capital investments.



Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging needs before committing to larger investments.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

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

Cost (\$M)

Investments	
FY21 Forecast	\$0.0
Planned Investments	
FY22	\$0.0
FY23	\$1.0
FY24	\$7.0
FY25	\$7.0
FY26	\$12.0
FY27	\$12.0
6-Year Total (FY22-FY27)	\$39.0
10-Year Total (FY22-FY31)	\$103.5
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

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

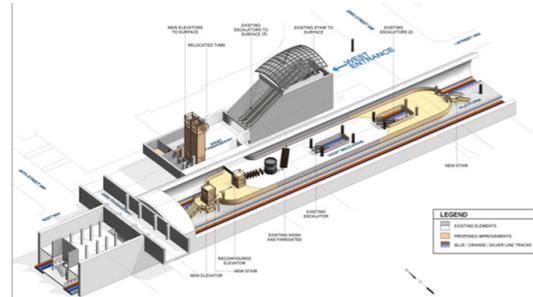
D&E Rail Station Improvements (CIP8015)

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

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

Description

This program provides surveys, studies, engineering, and designs to support platform and structures improvement efforts that may lead to future capital initiatives.



Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging needs before committing to larger investments.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will implement capital improvements required for the solar site leases throughout the region.

Cost (\$M)

Investments	
FY21 Forecast	\$0.8
Planned Investments	
FY22	\$5.3
FY23	\$10.9
FY24	\$4.6
FY25	\$3.5
FY26	\$3.6
FY27	\$10.0
6-Year Total (FY22-FY27)	\$37.9
10-Year Total (FY22-FY31)	\$201.1
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$5.3
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

D&E Revenue Facility Improvement (CIP8019)

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

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

Description

This program identifies improvements needed for Metro's passenger facilities. Supports the development of designs and evaluates potential solutions.

LN	CAR	DESTINATION	MIN
BL	6	Frnconia	6
YL	8	Hntingtn	9
BL	6	Frnconia	18
YL	8	Hntingtn	21
BL	6	Frnconia	24

Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging needs before committing to larger investments.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will finalize an implementation strategy for systemwide upgrades to the Passenger Information Display System.

Cost (\$M)

Investments	
FY21 Forecast	\$1.5
Planned Investments	
FY22	\$8.5
FY23	\$18.8
FY24	\$24.0
FY25	\$16.0
FY26	\$16.8
FY27	\$21.6
6-Year Total (FY22-FY27)	\$105.6
10-Year Total (FY22-FY31)	\$175.7
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$8.5
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

D&E Bus & Paratransit Improvements (CIP8021)

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

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

Description

This program provides surveys, studies, engineering, and designs related to new bus and paratransit efforts that may lead to future capital initiatives. Specifically, Metro will evaluate the feasibility and success of transitioning some of its bus fleet to electric vehicles and develop preliminary plans for infrastructure requirements to support an electric bus fleet.



Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging needs before committing to larger investments.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will complete a fleet plan for service vehicles.

Cost (\$M)

Investments	
FY21 Forecast	\$0.8
Planned Investments	
FY22	\$0.3
FY23	\$0.0
FY24	\$0.0
FY25	\$0.8
FY26	\$0.3
FY27	\$2.0
6-Year Total (FY22-FY27)	\$3.4
10-Year Total (FY22-FY31)	\$10.9
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

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

D&E Bus Maintenance Facility Improvements (CIP8025)

Initiative Type: Program

Category: Bus, Bus Facilities & Paratransit

Location: Systemwide

Mode: Bus

Program: Maintenance Facilities

Federal Participation (all years): TBD

Description

This program provides surveys, studies, engineering, and designs related to new bus maintenance facility needs that may lead to future capital initiatives.



Expected Outcome

Supports efforts to identify rehabilitation or replacement needs of bus maintenance facilities and develop and evaluate potential solutions before committing to investments.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

No planned deliverables in FY2022. Program expected to resume between FY2023 and FY2026.

Cost (\$M)

Investments	
FY21 Forecast	\$0.6
Planned Investments	
FY22	\$0.0
FY23	\$0.5
FY24	\$0.3
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$0.7
10-Year Total (FY22-FY31)	\$0.7
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

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

Future Bus Maintenance Facilities (CIP8026)

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

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

Description

This program supports future large scale bus maintenance facility initiatives that are yet to be fully defined, but are known needs.



Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging bus maintenance facility needs before committing to larger investments.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

No planned deliverables in FY2022. Future project could commence beginning FY2024.

Cost (\$M)

Investments	
FY21 Forecast	\$0.0
Planned Investments	
FY22	\$0.0
FY23	\$0.0
FY24	\$0.5
FY25	\$1.1
FY26	\$8.5
FY27	\$24.0
6-Year Total (FY22-FY27)	\$34.1
10-Year Total (FY22-FY31)	\$749.1
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

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

D&E Bus Passenger Facility Improvements (CIP8027)

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

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

Description

This program provides surveys, studies, engineering, and designs related to bus passenger facilities that may lead to future capital projects or programs.



Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging rehabilitation or replacement needs of bus passenger facilities before committing to larger investments.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

No planned deliverables in FY2022. Program expected to commence between FY2023 and FY2026.

Cost (\$M)

Investments	
FY21 Forecast	\$0.1
Planned Investments	
FY22	\$0.0
FY23	\$0.0
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.5
6-Year Total (FY22-FY27)	\$0.5
10-Year Total (FY22-FY31)	\$9.2
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

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

D&E Information Technology Improvements (CIP8029)

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

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

Description

This program identifies emerging information technology (IT) needs and develops proposed solutions for evaluation to become potential future capital initiatives.



Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging information technology needs before committing to larger investments.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will formulate proposed solutions to critical IT needs including Digital Content Management, Employee Health and Wellness Applications, Systems Access Control, Network Architecture and Security, among others.

Cost (\$M)

Investments	
FY21 Forecast	\$3.8
Planned Investments	
FY22	\$12.3
FY23	\$19.8
FY24	\$19.2
FY25	\$9.6
FY26	\$8.2
FY27	\$11.1
6-Year Total (FY22-FY27)	\$80.3
10-Year Total (FY22-FY31)	\$505.0
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$12.3
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

D&E Metro Transit Police Improvements (CIP8031)

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

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

Description

This program supports the development and evaluation of new potential Metro Transit Police initiatives.



Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging needs before committing to larger investments.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will evaluate solutions for a potential consolidated police training facility to include canine, emergency management, tunnel and first responder training.

Cost (\$M)

Investments	
FY21 Forecast	\$0.4
Planned Investments	
FY22	\$0.3
FY23	\$0.0
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$0.3
10-Year Total (FY22-FY31)	\$6.2
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

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

Future Metro Transit Police Projects (CIP8032)

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

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

Description

This program supports large scale future Metro Transit Police projects that have yet to be fully defined, but are known needs.



Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging needs before committing to larger investments.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

No planned activity in FY 2022.

Cost (\$M)

Investments	
FY21 Forecast	\$0.0
Planned Investments	
FY22	\$0.0
FY23	\$6.0
FY24	\$3.5
FY25	\$1.0
FY26	\$1.0
FY27	\$1.0
6-Year Total (FY22-FY27)	\$12.5
10-Year Total (FY22-FY31)	\$159.8
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

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

D&E Support Equipment Improvements (CIP8033)

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

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

Description

This program evaluates the purchase of equipment, services, and systems that provide support to Metro.



Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging needs before committing to larger investments.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue developing a Digital Customer Experience Strategy and Communications Field Office Rehabilitation project.

Cost (\$M)

Investments	
FY21 Forecast	\$2.2
Planned Investments	
FY22	\$1.6
FY23	\$0.0
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$1.6
10-Year Total (FY22-FY31)	\$15.2
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

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

Future Support Equipment Projects (CIP8034)

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

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

Description

This program provides support for large scale equipment and service initiatives that have yet to be fully defined, but are known needs.



Expected Outcome

Provides preliminary programming for future support equipment state of good repair projects that are transitioning from concept to initiation in a future year.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will purchase medical equipment for the Occupational Health and Wellness Department.

Cost (\$M)

Investments	
FY21 Forecast	\$0.0
Planned Investments	
FY22	\$0.3
FY23	\$0.5
FY24	\$0.6
FY25	\$1.6
FY26	\$1.5
FY27	\$1.5
6-Year Total (FY22-FY27)	\$5.9
10-Year Total (FY22-FY31)	\$20.9
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

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

Planning Support for the District of Columbia (CRB0005)

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

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

Description

This program facilitates planning and design of potential future transit projects and transit oriented development efforts which create pedestrian-oriented, mixed-use communities centered around Metro stations. This also includes other projects that are of priority interest to Metro and the District of Columbia.



Expected Outcome

Facilitates improvements in station circulation, station access, regional transportation planning, and joint development activities that are of mutual interest to Metro and the District of Columbia.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue planning for transit oriented development at Brookland and Fort Totten. Development and evaluation of station improvements will continue at Navy Yard-Ballpark. Metro will also continue, planning requirements for other station passenger circulation improvements, joint developments, and bus facilities as requested by the District of Columbia.

Cost (\$M)

Investments	
FY21 Forecast	\$0.2
Planned Investments	
FY22	\$1.0
FY23	\$1.0
FY24	\$1.0
FY25	\$1.0
FY26	\$1.0
FY27	\$1.0
6-Year Total (FY22-FY27)	\$6.0
10-Year Total (FY22-FY31)	\$10.0
Beyond FY31	On-Going

Anticipated Funding Sources (\$M)

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

Planning Support for Maryland Jurisdictions (CRB0009)

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

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

Description

This program facilitates planning and design of potential future transit projects and transit oriented development efforts which create pedestrian-oriented, mixed-use communities centered around Metro stations. This also includes other projects that are of priority interest to Metro and the Maryland jurisdictions.



Expected Outcome

Facilitates improvements in station circulation, station access, regional transportation planning, and joint development activities that are of mutual interest to Metro and the Maryland jurisdictions.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue planning for transit-oriented development at West Hyattsville, Morgan Boulevard, and Addison Road. Development and evaluation of station improvements will continue at Bethesda and Twinbrook, as well as planning requirements for other station passenger circulation improvements, joint developments, and bus facilities as requested by localities in Maryland.

Anticipated Funding Sources (\$M)

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

Cost (\$M)

Investments	
FY21 Forecast	\$0.2
Planned Investments	
FY22	\$1.0
FY23	\$1.0
FY24	\$1.0
FY25	\$1.0
FY26	\$1.0
FY27	\$1.0
6-Year Total (FY22-FY27)	\$6.0
10-Year Total (FY22-FY31)	\$10.0
Beyond FY31	On-Going

Potomac Yard Station Construction (CRB0013)

Initiative Type: Project

Category: Stations and Passenger Facilities

Location: Commonwealth of Virginia

Mode: Rail

Program: Platforms & Structures

Federal Participation (all years): No

Description

The project supports the design and construction of a new Metrorail station on the Yellow and Blue Lines between the existing Braddock Road and Ronald Reagan Washington National Airport stations. This project is a partnership between Metro and the City of Alexandria, which is funding the new station.



Expected Outcome

Increases access to Metrorail in the City of Alexandria, accommodating economic development, reduced vehicle traffic, and improved quality of life in in the City of Alexandria and the surrounding community.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue development and construction including traction power, automated fare collection and telecommunication systems. Additionally, work will continue on the Southwest Access Pavilion.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$74.0
FY21 Forecast	\$97.5
Planned Investments	
FY22	\$149.5
FY23	\$19.0
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$168.5
10-Year Total (FY22-FY31)	\$168.5
Beyond FY31	\$0.0
Total Estimated Investment	\$340.0

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$149.5
Debt	\$0.0

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

Planning Support for Virginia Jurisdictions (CRB0018)

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

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

Description

This program facilitates planning and design of potential future transit projects and transit oriented development efforts which create pedestrian-oriented, mixed-use communities centered around Metro stations. This also includes other projects that are of priority interest to Metro and the Virginia jurisdictions.



Expected Outcome

Facilitates improvements in station circulation, station access, regional transportation planning, and joint development activities that are of mutual interest to Metro and the Virginia jurisdictions.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will continue planning for transit oriented development at West Falls Church, East Falls Church Transit Facilities, and Eisenhower Avenue Public Space Improvements. Metro will coordinate and begin planning requirements for other station passenger circulation improvements, joint developments, and bus facilities as requested by localities in Virginia.

Anticipated Funding Sources (\$M)

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

Cost (\$M)

Investments	
FY21 Forecast	\$0.8
Planned Investments	
FY22	\$1.0
FY23	\$1.0
FY24	\$1.0
FY25	\$1.0
FY26	\$1.0
FY27	\$1.0
6-Year Total (FY22-FY27)	\$6.0
10-Year Total (FY22-FY31)	\$10.0
Beyond FY31	On-Going

Silver Line Phase 1 Railcars (CRB0019_19)

Initiative Type: Project

Category: Railcar and Railcar Facilities

Location: Systemwide

Mode: Rail

Program: Acquisition

Federal Participation (all years): N/A

Description

This project acquires 64 new 7000 series railcars for phase 1 construction of the Silver Line. The railcars are funded by the Metropolitan Washington Airports Authority.



Expected Outcome

Provides additional railcars necessary for the phase 1 portion of the new Silver Line rail service. All railcars have been received.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will make milestone payments for the 5-year warranty for railcars supporting phase 1 of the Silver Line expansion.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$10.5
FY21 Forecast	\$10.9
Planned Investments	
FY22	\$2.2
FY23	\$0.0
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$25.5
6-Year Total (FY22-FY27)	\$27.7
10-Year Total (FY22-FY31)	\$27.7
Beyond FY31	\$0.0
Total Estimated Investment	\$49.1

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$2.2
Debt	\$0.0

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

Silver Line Phase 2 Construction Support (CRB0020)

Initiative Type: Project

Category: Stations and Passenger Facilities

Location: Commonwealth of Virginia

Mode: Rail

Program: Platforms & Structures

Federal Participation (all years): TBD

Description

This project supports Phase 2 construction, integration, and infrastructure improvements for the Silver Line expansion of six stations. This project is managed and funded by the Metropolitan Washington Airports Authority



Expected Outcome

Provides rail customers a direct connection to Dulles International Airport and better access to rail service for residents, visitors, and businesses in Western Fairfax County and Loudoun County.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro in coordination with the Metropolitan Washington Airports Authority (MWAA), will complete pre-revenue service and begin revenue service at six new stations. Metro will also complete work at Dulles Rail Yard to install emergency security system, Wi-Fi infrastructure, furniture, rail maintenance and shop equipment, and delivery of non-revenue service vehicles.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$76.5
FY21 Forecast	\$37.5
Planned Investments	
FY22	\$10.8
FY23	\$0.0
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$10.8
10-Year Total (FY22-FY31)	\$10.8
Beyond FY31	\$0.0
Total Estimated Investment	\$124.8

Anticipated Funding Sources (\$M)

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

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

Silver Line Phase 2 Railcars (CRB0020_01)

Initiative Type: Project

Category: Railcar and Railcar Facilities

Location: Systemwide

Mode: Rail

Program: Acquisition

Federal Participation (all years): N/A

Description

This project acquires 64 new 7000 series railcars for phase 2 construction of the Silver Line. The railcars are funded by the Metropolitan Washington Airports Authority.



Expected Outcome

Provides additional railcars necessary for the phase 2 portion of the new Silver Line rail service. All railcars have been received.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

No planned deliverables in FY2022. The 5-year warranty milestone payments are planned for FY2023.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$136.0
FY21 Forecast	\$2.0
Planned Investments	
FY22	\$0.0
FY23	\$0.9
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$15.6
6-Year Total (FY22-FY27)	\$16.5
10-Year Total (FY22-FY31)	\$16.5
Beyond FY31	\$0.0
Total Estimated Investment	\$154.5

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$10.8
Debt	\$0.0

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

Purple Line Construction Support (CRB0127)

Initiative Type: Project

Category: Stations and Passenger Facilities

Location: Maryland

Mode: Rail

Program: Platforms & Structures

Federal Participation (all years): N/A

Description

This project supports the planned Purple Line, a 16-mile light rail transit line extending from Bethesda to New Carrollton. The Maryland Transit Administration (MTA) is managing and funding the development of the line which will connect to four Metrorail stations: Bethesda, Silver Spring, College Park, and New Carrollton. This project includes design and engineering support to integrate Metro facilities with the Purple Line and a new entrance into the South Mezzanine at Bethesda Station.



Expected Outcome

Supports future multi-modal connections that will increase transit access in the region. Increases passengers flexibility and convenience when it comes to riding Metrorail.

Strategic Objectives



Safety



Security



Reliability/SGR

Near Term Deliverables

Metro will support design and construction efforts to integrate the Purple Line with the Metro rail system, particularly at the Bethesda and Silver Spring stations. Metro will provide engineering oversight and project management support for this MTA administered project.

Cost (\$M)

Investments	
Expenditure Life to Date (to FY20)	\$11.5
FY21 Forecast	\$4.4
Planned Investments	
FY22	\$4.1
FY23	\$0.0
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
6-Year Total (FY22-FY27)	\$4.1
10-Year Total (FY22-FY31)	\$29.1
Beyond FY31	\$0.0
Total Estimated Investment	\$45.0

Anticipated Funding Sources (\$M)

Funding Source(s) for FY22	
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$4.1
Debt	\$0.0

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



HOW TO READ THE 10-YEAR CAPITAL PLAN

Capital Plan Summary Tables

The following tables include details regarding all planned and potential investments in the 10-Year Capital Plan. The list includes projects, programs, pilots, concepts, studies, and staff augmentation/contract support initiatives that Metro will consider in the 10-year timeframe. Capital initiatives are organized by the six major investment categories that they fall under: Railcar and Railcar Facilities, Rail Systems, Track and Structure Rehabilitation, Stations and Passenger Facilities, Bus, Bus Facilities and Paratransit, and Business and Operations Support.

The 10-Year Capital Plan tables include total estimated project cost for applicable initiatives. The total estimated project costs were developed based on available historical cost data and established cost estimating standards that Metro recently implemented. As projects are more defined, Metro estimating accuracy will improve.

Estimated cost numbers in the 10-Year Capital Plan tables are displayed in thousands (\$000). Investments that are included in the approved Budget are indicated with a check mark in the "FY22" column and investments included in the Six-Year Capital Improvement Program (CIP) are noted specifically with a check mark in the "FY22-FY27" column.

Key Table Definitions

CIP. Capital Improvement Program (CIP) identification number that shows the overarching investment group

Project Identification Number. Number assigned to an identified need through the capital program development process

Project Name. Title that describes the intended purpose of the investment.

Project Type. Shows one of six main types of investments:

1. **Study** - A detailed investigation, business case or alternatives analysis resulting in a recommendation regarding the best course of action(s).

2. **Pilot** - Initiated as an experiment, demonstration, or test before introducing a larger-scale initiative.
3. **Project** – An investment with a definable beginning and end involving expenditures and funding for the creation, acquisition, repair, rehabilitation, replacement, modernization, improvement, or expansion of assets.
4. **Program** – An ongoing, annual investment and/or preventive maintenance activity with no defined start or end date.
5. **Concept** – A potential future capital investment that has not been fully explored or developed into a project or program.
6. **Staff Augmentation/Contract Support** – Consulting services or Metro staff that add additional staff or provide expertise to a specific project.

Primary Purpose. Indicates if the investment is a new investment, assessment or study, or state of good repair

Funding Timeframe.

FY22 - Initiative is included in approved Capital Budget submitted to the Board of Directors

FY22 - FY27 - Initiative is included for consideration in the six-year CIP

FY22 - FY31 - Initiative is included for consideration in the 10-year Capital Plan

Estimate Type.

Total Project Cost Estimate – Select initiatives include total estimated resources to complete a capital project

Rough Order of Magnitude (ROM) – Indicates that the cost estimate is preliminary and developed based on a need identified during the capital program development process

Total Project Cost – Indicates that a total project cost was developed based on initial scope, cost, and schematics



Metro 10-Year Capital Plan

CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY22 (\$000s)	FY22-FY27 (\$000s)	FY22-FY31 (\$000s)	Est. Type	TPC Est. \$(000s)*
Bus, Bus Facilities & Paratransit									
CIP0002	Bus Onboard Location Equipment and Software Program				\$4,000	\$31,000	\$41,000		
	10413	Metrobus Onboard Location Equipment and Software Replacement	Program	State of Good Repair		✓	✓		
	11339	Metrobus Onboard Location Equipment and Software Replacement – 3rd Bus Group Acceptance/Installation	Project	State of Good Repair	✓				
CIP0004	Bus Maintenance Equipment Replacement Program				\$2,500	\$18,000	\$28,000		
	10086	Bus Maintenance and Support Equipment Replacement Program	Program	State of Good Repair	✓	✓	✓		
	10338	Dynamometer Replacement	Project	State of Good Repair					
	11179	Bus Maintenance Equipment Replacement for Cinder Bed Road Bus Garage	Project	State of Good Repair		✓	✓		
CIP0005	Bus Vehicle Rehabilitation Program				\$66,398	\$407,760	\$628,384		
	10005	Bus Rehabilitation Program	Program	State of Good Repair	✓	✓	✓		
	10783	Bus Vehicle Corrective Maintenance Program	Corrective Maintenance	State of Good Repair	✓	✓	✓		

*TPC Estimates include expenditures prior to FY22 and after FY31. •Initiatives with no checkmarks are either expected to complete in FY2021 or require further refinement and development to determine total preliminary estimated cost.



Metro 10-Year Capital Plan

CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY22 (\$000s)	FY22-FY27 (\$000s)	FY22-FY31 (\$000s)	Est. Type	TPC Est. \$(000s)*
CIP0006	Bus Fleet Acquisition Program				\$65,000	\$445,630	\$765,630		
	10004	Bus Acquisition Program	Program	State of Good Repair		✓	✓		
	11319	Bus Acquisition – 100 Diesel Buses	Project	State of Good Repair	✓				
CIP0007	Bus Closed Circuit Television Replacement Program				\$9,000	\$16,000	\$37,000		
	10103	Metrobus Closed-Circuit Television (CCTV) Replacement Program	Program	State of Good Repair		✓	✓		
	11335	Metrobus Closed – Circuit Television CCTV Replacement Program - 2nd Year of Digital Upgrade	Project	State of Good Repair	✓				
CIP0015	MetroAccess Fleet Acquisition				\$16,008	\$76,008	\$124,008		
	10013	MetroAccess Fleet Acquisition Program	Program	State of Good Repair		✓	✓		
	11321	Metro Access Fleet Acquisition – 233 Vehicles (83 Vans, 50 Sedans, 100 Minivans)	Project	State of Good Repair	✓				
CIP0143	Bus Vehicle Preventive Maintenance				\$1,000	\$6,000	\$10,000		
	10007	Bus Preventive Maintenance Program	Program	State of Good Repair	✓	✓	✓		

*TPC Estimates include expenditures prior to FY22 and after FY31. •Initiatives with no checkmarks are either expected to complete in FY2021 or require further refinement and development to determine total preliminary estimated cost.



Metro 10-Year Capital Plan

CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY22 (\$000s)	FY22-FY27 (\$000s)	FY22-FY31 (\$000s)	Est. Type	TPC Est. \$(000s)*
CIP0220	Bus Planning Studies Program				\$1,250	\$7,500	\$12,500		
	10182	Metrobus Planning Program	Program	Assessment or Study		✓	✓		
	10922	Bus Ecosystems	Concept	Assessment or Study					
	11336	Metrobus Planning Studies Program – Transit Service Assessments	Project	Assessment or Study	✓				
	11353	Metrobus Planning Studies Program – Public Communication & Outreach Plan	Project	Assessment or Study	✓				
	11354	Metrobus Planning Studies Program – Evaluation, Service Change, Facility Recommendation	Project	Assessment or Study	✓				
	11355	Metrobus Planning Studies Program – New Bus Division Feasibility Study	Project	Assessment or Study	✓				
CIP0221	Bus Customer Facility Improvements				\$11,082	\$42,352	\$52,452		
	10088	Metrobus Shelter Replacement	Project	New Investment	✓	✓	✓		
	10093	Metrobus System Map and Signage Updates	Program	State of Good Repair		✓	✓		
	10219	Bus Customer Information Digital Signs Improvement	Project	New Investment		✓	✓		

*TPC Estimates include expenditures prior to FY22 and after FY31. •Initiatives with no checkmarks are either expected to complete in FY2021 or require further refinement and development to determine total preliminary estimated cost.



Metro 10-Year Capital Plan

CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY22 (\$000s)	FY22-FY27 (\$000s)	FY22-FY31 (\$000s)	Est. Type	TPC Est. \$(000s)*
	10818	Systemwide Bus Stop Accessibility Implementation	Concept	State of Good Repair		✓	✓	ROM	\$13,696
	10989	Bus Customer Information Digital Signs (CIEDs) State of Good Repair	Program	State of Good Repair			✓		
	11249	Real-Time Dashboard Support	Project	State of Good Repair					
	11337	Bus Customer Information Digital Signs (CIEDs) Improvement - Year 1	Project	New Investment	✓			TPC	\$12,261
CIP0254	Bus Priority Program Development				\$2,247	\$20,871	\$47,484		
	10089	Traffic Signal Prioritization Program Development	Project	New Investment	✓	✓	✓		
	10923	Bus Priority Program	Program	New Investment	✓	✓	✓		
CIP0266	Historic Bus Loop and Facility Rehabilitation				\$3,331	\$3,331	\$3,331		
	10239	Historic Bus Terminal Rehabilitation	Project	State of Good Repair	✓	✓	✓	TPC	\$4,799
CIP0275	New Carrollton Garage and Bus Bays				\$27,000	\$77,000	\$77,000		
	10188	New Carrollton Station Joint Development Project	Project	New Investment					
	10879	New Carrollton Parking Garage	Project	New Investment	✓	✓	✓	ROM	\$79,300

*TPC Estimates include expenditures prior to FY22 and after FY31. •Initiatives with no checkmarks are either expected to complete in FY2021 or require further refinement and development to determine total preliminary estimated cost.



Metro 10-Year Capital Plan

CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY22 (\$000s)	FY22-FY27 (\$000s)	FY22-FY31 (\$000s)	Est. Type	TPC Est. \$(000s)*
CIP0311		Bladensburg Bus Garage Replacement			\$58,700	\$311,562	\$311,562		
	10555	Shepherd Parkway Bus Facility Compressed Natural Gas (CNG) Station Construction	Project	State of Good Repair				ROM	\$16,477
	10579	Bladensburg Bus Garage Replacement	Project	State of Good Repair	✓	✓	✓	ROM	\$341,675
CIP0312		Four Mile Run Bus Garage Rehabilitation			\$4,500	\$50,070	\$50,070		
	10131	Four Mile Run Bus Facility Rehabilitation	Project	State of Good Repair	✓	✓	✓		
CIP0315		Northern Bus Garage Replacement			\$17,020	\$361,751	\$361,751		
	10577	Northern Bus Garage Replacement	Project	State of Good Repair	✓	✓	✓	ROM	\$401,244
CIP0319		Bus Maintenance Facility State of Good Repair Program			\$120	\$2,446	\$37,446		
	10200	Landover Bus Facility Rehabilitation Study	Study	Assessment or Study	✓	✓	✓		
	10225	Restroom and Breakroom Construction and Rehabilitation Program	Program	State of Good Repair			✓		
	10913	Bus Garage Rehabilitation - Landover	Project	State of Good Repair			✓		

*TPC Estimates include expenditures prior to FY22 and after FY31. •Initiatives with no checkmarks are either expected to complete in FY2021 or require further refinement and development to determine total preliminary estimated cost.



Metro 10-Year Capital Plan

CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY22 (\$000s)	FY22-FY27 (\$000s)	FY22-FY31 (\$000s)	Est. Type	TPC Est. \$(000s)*
	10914	Bus Garage Rehabilitation - Shepherd Parkway	Project	State of Good Repair			✓		
	10916	Restroom & Breakroom Construction for Bus Operators - Tier 1 Locations	Project	State of Good Repair	✓	✓	✓		
CIP0322	Bus Passenger Facility Improvements				\$0	\$4,415	\$10,415		
	10101	Systemwide Bus Stop Accessibility Study	Study	Assessment or Study					
CIP0326	Real-time Bus and Rail Data Feed Development				\$400	\$400	\$400		
	10431	Real-Time Bus and Rail Data Feed Development	Project	New Investment	✓	✓	✓		
CIP0355	Zero Emission Bus Acquisition and Evaluation				\$4,500	\$26,061	\$26,061		
	10038	Electric Bus Acquisition and Evaluation	Pilot	New Investment	✓	✓	✓	ROM	\$27,061
CIP8021	D&E Bus & Paratransit Improvements				\$250	\$3,404	\$10,904		
	10665	Transit Accessibility Office Safety and Security Improvements	Project	New Investment					
	10667	Paratransit Technology Scheduling System	Project	New Investment			✓		
	10668	MetroAccess Mobile App	Project	New Investment			✓		
	10801	MetroAccess Fleet Plan Update	Study	Assessment or Study		✓	✓		

*TPC Estimates include expenditures prior to FY22 and after FY31. •Initiatives with no checkmarks are either expected to complete in FY2021 or require further refinement and development to determine total preliminary estimated cost.



Metro 10-Year Capital Plan

CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY22 (\$000s)	FY22-FY27 (\$000s)	FY22-FY31 (\$000s)	Est. Type	TPC Est. \$(000s)*
	10802	Bus Fleet Plan Update	Study	Assessment or Study		✓	✓		
	10804	Service Vehicle Fleet Plan	Study	Assessment or Study	✓	✓	✓		
	10915	Mount Rainier Bus Terminal Rehabilitation	Project	State of Good Repair		✓	✓		
	11183	Tenleytown-American University Station Access Project Development Study	Study	Assessment or Study		✓	✓		
CIP8025	D&E Bus Maintenance Facility Improvements				\$0	\$700	\$700		
	10033	Carmen Turner Facility (CTF) Building Renovation and Employee Garage Construction Study	Study	Assessment or Study		✓	✓		
	10108	Montgomery Division Bus Facility Improvement Study	Study	Assessment or Study					
	10295	Shepherd Parkway Bus Facility Rehabilitation Study	Study	Assessment or Study		✓	✓		
	10578	Western Bus Garage Replacement Study	Study	Assessment or Study					
	10675	Bus Operators Commercial Driver License (CDL) Training Facility Study	Study	Assessment or Study		✓	✓		
	11125	Bus Operators Commercial Driver License (CDL) Training Facility	Concept	New Investment					

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Metro 10-Year Capital Plan

CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY22 (\$000s)	FY22-FY27 (\$000s)	FY22-FY31 (\$000s)	Est. Type	TPC Est. \$(000s)*
	11126	Blair Road Rehabilitation	Concept	State of Good Repair					
CIP8026		Future Bus Maintenance Facilities			\$0	\$34,108	\$749,082		
	10740	Carmen Turner Facility (CTF) Building Renovation and Employee Garage Construction	Concept	New Investment			✓	ROM	\$180,334
	10831	Montgomery Division Bus Facility Improvement Implementation	Project	State of Good Repair		✓	✓	ROM	\$37,958
	10850	Western Bus Garage Replacement	Project	State of Good Repair			✓	ROM	\$530,791
CIP8027		D&E Bus Passenger Facility Improvements			\$0	\$500	\$9,200		
	10091	Bus Loop Canopy Installation Study	Study	Assessment or Study		✓	✓		
	10220	Army Navy Drive Transit Center Construction	Project	New Investment			✓	ROM	\$14,447
	10358	Bus Stop Beacon Technology Deployment	Project	New Investment			✓		
	10546	Metrobus All-Door Boarding Pilot	Pilot	Assessment or Study					
	10674	Washington Hospital Bus Loop Improvement Study	Concept	Assessment or Study					

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Metro 10-Year Capital Plan

CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY22 (\$000s)	FY22-FY27 (\$000s)	FY22-FY31 (\$000s)	Est. Type	TPC Est. \$(000s)*
	11121	WMATA Bus Loop Rehabilitation and Safety Enhancement	Concept	State of Good Repair					
Business & Operations Support									
CIP0009	Service Vehicle Acquisition Program				\$12,400	\$44,900	\$70,900		
	10023	Service Vehicle Replacement Program	Program	State of Good Repair		✓	✓		
	11324	Service Vehicle Acquisition – 240 Vehicles (28 MTPD, 9 SOM/Safety, 145 Service Support, 58 Passenger)	Project	State of Good Repair	✓				
CIP0010	Environmental Compliance Program				\$2,919	\$60,748	\$82,456		
	10082	Storage Tank Replacement - Future	Program	State of Good Repair		✓	✓		
	10166	Pollution Prevention at Track Fueling Areas	Project	State of Good Repair		✓	✓	ROM	\$16,006
	10190	Architectural Erosion and Drainage Plan Study	Project	State of Good Repair	✓	✓	✓		
	10244	Pavement and Stormwater Management at 3421 Pennsy Drive	Project	State of Good Repair	✓	✓	✓		

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Metro 10-Year Capital Plan

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	10286	Environmental Compliance Program	Program	State of Good Repair	✓	✓	✓		
	10290	Comprehensive Stormwater Systems Construction, Maintenance, and Rehabilitation Program	Program	State of Good Repair		✓	✓		
	10851	New Hampshire Avenue Ground Water Treatment	Project	State of Good Repair	✓	✓	✓	TPC	\$8,477
	10887	Pavement and Stormwater Management at 3421 Pennsy Drive Study	Study	Assessment or Study		✓	✓		
	11173	Replacement of Sloped Landscape Areas at Metrorail Stations	Project	State of Good Repair		✓	✓		
	11332	Storage Tank Replacement - Greenbelt, Glenmont, & New Carrollton Railyards, and Four Mile Run Bus Division	Project	State of Good Repair	✓				
CIP0033	Revenue Facility Equipment Replacement				\$410	\$410	\$410		
	11236	Revenue Facility Equipment	Project	State of Good Repair	✓	✓	✓		
CIP0034	Revenue Collection Facility Rehabilitation				\$2,080	\$10,780	\$10,780		

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Metro 10-Year Capital Plan

CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY22 (\$000s)	FY22-FY27 (\$000s)	FY22-FY31 (\$000s)	Est. Type	TPC Est. \$(000s)*
	10710	Revenue Collection Facility Improvements	Project	State of Good Repair		✓	✓		
	11344	Revenue Collection Facility Improvements - Phase 1	Project	State of Good Repair	✓				
CIP0036	Procurement Program Support				\$1,940	\$7,440	\$11,840		
	10797	Procurement Program Support	Staff Aug./ Contr. Supp	Assessment or Study	✓	✓	✓		
CIP0039	System Planning and Development				\$3,432	\$24,272	\$35,792		
	10213	Applied Planning Intelligence (API) and Data Analysis Support Platform	Staff Aug./ Contr. Supp	State of Good Repair	✓	✓	✓		
	10367	Update System for Transit-Oriented Development Planning	Study	Assessment or Study		✓	✓		
	10396	Trace Model Platform Data Processing Services	Program	Assessment or Study	✓	✓	✓		
	10408	Bus-Oriented Development (BOD) Study	Study	Assessment or Study		✓	✓		
	10648	Economic and Environmental Impact Study	Study	Assessment or Study		✓	✓		
	10651	Bus Network Redesign Study	Study	Assessment or Study	✓	✓	✓		
	10652	Transit System Investment Plan Study	Study	Assessment or Study	✓	✓	✓		

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Metro 10-Year Capital Plan

CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY22 (\$000s)	FY22-FY27 (\$000s)	FY22-FY31 (\$000s)	Est. Type	TPC Est. \$(000s)*
	10655	Ridership Forecast Study - Research and Update	Study	Assessment or Study	✓	✓	✓		
	10858	Future Capital Investment Needs Study Program	Program	Assessment or Study		✓	✓		
	10965	Service Improvement Plan	Study	Assessment or Study		✓	✓		
	11184	Capital and Systems Intelligence Analysis	Staff Aug./ Contr. Supp	Assessment or Study	✓	✓	✓		
CIP0042	Asset Management Software Improvements				\$1,000	\$2,500	\$2,500		
	10722	Product Lifecycle Software Migration	Project	State of Good Repair	✓	✓	✓		
CIP0043	Bus Scheduling and Operations Software Improvements				\$2,000	\$3,620	\$3,620		
	10184	Bus and Rail Scheduling System Improvements	Project	State of Good Repair	✓	✓	✓		
CIP0049	Technology Improvements for Administrative Functions				\$0	\$822	\$822		
	10054	Financial Management Software Upgrade and Integration	Project	New Investment					
	10148	Customer Relationship Management (CRM) Software Upgrades	Project	State of Good Repair					
	10167	Metro Access Control System (OneBadge) Implementation	Project	New Investment		✓	✓		
CIP0056	Rail Service Management Software Improvements				\$8,494	\$26,044	\$39,918		

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	10124	Passenger Information Display Systems (PIDS) Software Sustainment	Program	State of Good Repair	✓	✓	✓		
	10137	Real Time Passenger Information Software Updates	Project	New Investment	✓	✓	✓		
	10232	Rail Performance Monitoring (RPM) Updates	Staff Aug./ Contr. Supp	New Investment			✓		
	10246	Rail Operations Control System (ROCS) Innovation Lab	Concept	New Investment			✓		
	11194	Rail Operations Control Center (ROCC) Program Technical Support	Project	State of Good Repair	✓	✓	✓		
CIP0099	Joint Development Program Support				\$0	\$23,081	\$29,881		
	10878	West Falls Church Land Development	Concept	New Investment		✓	✓	ROM	\$14,420
	11078	Joint Development and Station Improvement Support	Staff Aug./ Contr. Supp	New Investment		✓	✓		
CIP0101	Internal Compliance Capital Management Support				\$1,000	\$7,000	\$11,800		
	10871	Internal Compliance Capital Management Support	Staff Aug./ Contr. Supp	Assessment or Study	✓	✓	✓		
CIP0102	Police District III Substation				\$7,300	\$7,300	\$7,300		
	10257	Metro Transit Police Department (MTPD) District III Substation Construction	Project	New Investment	✓	✓	✓		
CIP0127	Transit Police Support Equipment				\$500	\$5,500	\$7,950		

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Metro 10-Year Capital Plan

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	10201	Police Support Equipment Replacement	Program	State of Good Repair	✓	✓	✓		
CIP0131	Capital Program Financing Support				\$1,900	\$11,900	\$19,900		
	10557	Capital Program Financing	Program	Assessment or Study	✓	✓	✓		
CIP0170	Facility Roof Rehabilitation and Replacement				\$11,840	\$43,840	\$67,840		
	10067	Roof Rehabilitation and Replacement	Program	State of Good Repair		✓	✓		
	11329	Roof Rehabilitation and Replacement - 39 locations	Project	State of Good Repair	✓				
CIP0197	Support Facility Improvements				\$20	\$15,550	\$15,550		
	11043	Rail Yard and Bus Garage Breakroom Renovation and Construction - 23 locations	Project	State of Good Repair		✓	✓		
	11130	Permanent Workspace Rehabilitation and Improvement at Railyards	Study	Assessment or Study		✓	✓		
	11180	Replacement of Rooftop Units at Carmen Turner Facility	Project	State of Good Repair	✓	✓	✓		
	11250	Data Center Mechanical Upgrades at Carmen Turner Facility Building D	Concept	State of Good Repair					

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CIP0212	Sustainability/Resiliency Program				\$3,000	\$18,000	\$30,000		
	10337	Environmental Sustainability Lab	Program	Assessment or Study	✓	✓	✓		
	11227	Sustainability Project Management	Staff Aug./ Contr. Supp	State of Good Repair	✓	✓	✓		
	11264	Zero Emission Fleet Vehicle Conversion	Concept	Assessment or Study					
	11265	Resilience Implementation Strategy	Concept	Assessment or Study					
	11266	Sustainability Into the Capital Program	Concept	Assessment or Study					
	11267	Low Impact Design - Stormwater Management Retrofits	Concept	New Investment					
	11268	Waste and Recycling Program	Concept	Assessment or Study					
	11269	Sustainability Indicators	Concept	Assessment or Study					
CIP0213	Capital Program Development Support				\$17,500	\$110,392	\$191,620		
	10792	Capital Program Development Support	Staff Aug./ Contr. Supp	Assessment or Study	✓	✓	✓		
CIP0259	Employee Timekeeping System				\$1,700	\$1,700	\$1,700		
	10097	Timecard Software Integration and Analysis	Project	New Investment	✓	✓	✓		
CIP0269	Asset Management Software				\$1,869	\$5,066	\$7,566		

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	10056	Asset Configuration Management (ACM) Software Replacement	Project	New Investment	✓	✓	✓		
	10084	Enterprise Asset Systems and Information Management Improvement Initiative	Program	State of Good Repair	✓	✓	✓		
	10272	Comprehensive Property Inventory Database	Project	New Investment			✓		
	10310	Enterprise Asset Management Software Mobile Implementation	Project	New Investment			✓		
	11193	Reliability Engineering Asset Management (REAM) Program Support	Staff Aug./ Contr. Supp	State of Good Repair	✓	✓	✓		
CIP0270	Capital Delivery Program Support				\$35,408	\$223,293	\$387,607		
	10793	Design, Engineering, and Construction Capital Management Support	Staff Aug./ Contr. Supp	Assessment or Study	✓	✓	✓		
	11178	Engineering Support for Americans with Disabilities Act (ADA) Requirements Review	Staff Aug./ Contr. Supp	Assessment or Study	✓	✓	✓		
CIP0272	Digital Display and Wayfinding Improvements				\$0	\$5,500	\$152,952		
	10717	System Wayfinding Upgrade	Concept	New Investment			✓		
	10719	Trip Planner Upgrade	Concept	New Investment			✓		
	10767	Rail Station Commercialization Program	Concept	New Investment					

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Metro 10-Year Capital Plan

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	10868	Advertising Digital Displays	Project	New Investment		✓	✓		
	11147	Station Modernization System Wayfinding Upgrade	Project	New Investment			✓		
CIP0273	Support Facility Rehabilitation				\$3,300	\$29,200	\$49,200		
	10122	Ongoing Interior Architecture and Furniture System Upgrades	Program	State of Good Repair	✓	✓	✓		
	10288	Heating, Ventilation, and Air Conditioning (HVAC) Safety Improvements Study	Study	Assessment or Study					
	10382	Interior and Exterior Lighting Fixtures and Controls Upgrades - Non-Revenue Facilities	Project	State of Good Repair	✓	✓	✓	ROM	\$10,805
	10756	HVAC and Building Automation Systems (BAS) Replacement	Concept	State of Good Repair					
	10894	Rail Station Breakroom Renovation and Construction - 10 locations underway	Project	State of Good Repair					
	10895	Rail Yard and Bus Garage Breakroom Renovation - 2 locations underway	Project	State of Good Repair					
	11040	Supply Chain Furniture & Office Reconfiguration Design	Project	New Investment	✓	✓	✓	ROM	\$23
	11041	Furniture Replacement for Offices Supporting Operations- Phase 2B	Project	New Investment		✓	✓		

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Metro 10-Year Capital Plan

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	11124	Construction of Safety Platforms for HVAC Mechanical Equipment on Facility Rooftops	Concept	State of Good Repair					
	11139	Field Office Rehabilitation Assessment	Study	State of Good Repair		✓	✓		
	11199	Fall Protection Capital Needs Assessment	Study	Assessment or Study		✓	✓		
CIP0276	Art in Transit and Station Commercialization Program				\$280	\$5,780	\$7,193		
	10505	Rail Station Commercialization Study	Study	Assessment or Study					
	10881	Design and Purchase of Retail Merchandising Units	Concept	New Investment				ROM	\$56,344
	11044	Art in Transit Graphic Design Support	Staff Aug./ Contr. Supp	New Investment	✓	✓	✓		
	11101	Conservation and Restoration of Art Collection Assessment	Study	Assessment or Study		✓	✓		
	11155	Station Modernization Retail Infrastructure	Project	New Investment			✓		
	11185	Conservation and Restoration of Art Collection	Project	State of Good Repair		✓	✓		
	11247	Customer Experience Design Guidelines, Branding Update, Digital Customer Information Systems, and Map Development	Project	New Investment		✓	✓		

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Metro 10-Year Capital Plan

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CIP0277	Supply Chain Modernization				\$500	\$13,000	\$13,000		
	10119	Supply Chain Modernization	Project	New Investment	✓	✓	✓	ROM	\$6,207
CIP0324	Capital Program Financial Support				\$3,355	\$22,605	\$38,005		
	10795	Capital Program Financial Support	Staff Aug./ Contr. Supp	Assessment or Study	✓	✓	✓		
	10796	Accounting Capital Program Support	Staff Aug./ Contr. Supp	Assessment or Study		✓	✓		
CIP0330	Information Technology Data Center				\$36,800	\$94,495	\$94,495		
	10178	New Data Center Information Technology (IT) Infrastructure and Equipment	Project	New Investment	✓	✓	✓	ROM	\$112,387
CIP0331	Enterprise Resource Planning Software Replacement				\$6,308	\$100,808	\$253,583		
	10028	Enterprise Resource Planning (ERP) Software Integration and Replacement Study	Study	Assessment or Study	✓	✓	✓		
	10037	Enterprise Resource Planning (ERP) Software Purchase and Installation	Concept	State of Good Repair		✓	✓		
CIP0332	Fiber Optic Cable Installation				\$1,000	\$26,905	\$135,874		
	10865	Fiber Optic Cable Strategy Study	Study	Assessment or Study					
	10988	Fiber Optic Cable Installation for Rail Ancillary Rooms	Project	State of Good Repair	✓	✓	✓	ROM	\$139,218

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CIP0335	Office Consolidation - District of Columbia				\$56,603	\$57,587	\$57,587		
	10009	Headquarters Replacement - District of Columbia Strategy	Staff Aug./ Contr. Supp	State of Good Repair	✓	✓	✓		
	10677	Headquarters Construction - District of Columbia	Project	State of Good Repair	✓	✓	✓	ROM	\$239,800
	11007	JGB Chiller Replacement	Project	New Investment	✓	✓	✓	ROM	\$15,000
	11008	Lease Facility Close Out	Project	New Investment				ROM	\$3,000
CIP0336	Facility Energy Management Upgrades				\$190	\$598	\$598		
	10385	Energy Monitoring and Smart Metering Software and System	Project	New Investment		✓	✓		
CIP0337	Office Consolidation - Virginia				\$145,533	\$238,581	\$238,581		
	10678	Headquarters Construction - Virginia	Project	New Investment	✓	✓	✓	ROM	\$319,343
	10886	Headquarters Construction - Virginia Strategy	Staff Aug./ Contr. Supp	New Investment	✓	✓	✓		
CIP0338	Office Consolidation - Maryland				\$92,780	\$183,391	\$183,391		
	10681	Headquarters Construction - Maryland	Project	New Investment	✓	✓	✓	ROM	\$250,924
	10885	Headquarters Construction - Maryland Strategy	Staff Aug./ Contr. Supp	New Investment	✓	✓	✓		
CIP0339	Rail Station Emergency Egress Improvements				\$0	\$4,500	\$10,000		

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	10306	Metrorail Emergency Egress Upgrades	Project	State of Good Repair		✓	✓	ROM	\$62,960
	10823	Metrorail Emergency Egress Upgrades Study	Concept	Assessment or Study					
CIP0342	Information Technology Hardware State of Good Repair				\$23,561	\$102,855	\$170,312		
	10109	Computing Infrastructure Inventory and Replacement Sustainment	Program	State of Good Repair	✓	✓	✓		
	10126	Metro Facility Communications Systems Sustainment	Program	State of Good Repair	✓	✓	✓		
	10732	Computing Device Replacement Program	Program	State of Good Repair	✓	✓	✓		
CIP0343	Information Technology Software State of Good Repair				\$33,925	\$192,025	\$329,349		
	10046	Asset Management Software Sustainment	Program	State of Good Repair	✓	✓	✓		
	10060	Enterprise Integration IT Infrastructure Program	Program	State of Good Repair	✓	✓	✓		
	10099	Enterprise Resource Planning (ERP) Human Capital Management (HCM) Software Sustainment	Program	State of Good Repair	✓	✓	✓		

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	10106	Contract Lifecycle Management Electronic Repository Sustainment	Program	State of Good Repair	✓	✓	✓		
	10110	Enterprise Resource Planning (ERP) Finance and Supply Chain Software System Sustainment	Program	State of Good Repair	✓	✓	✓		
	10130	Occupational Health and Wellness Department (OHAW) Software Sustainment	Program	State of Good Repair			✓		
	10135	Metro Transit Police Technology System Sustainment	Program	State of Good Repair	✓	✓	✓		
	10136	Rail Operations Control Center (OCC) Software System Sustainment	Program	State of Good Repair	✓	✓	✓		
	10155	Safety Department Technology Program Sustainment	Program	State of Good Repair	✓	✓	✓		
	10163	Enterprise Resource Planning (ERP) Software Testing Sustainment	Program	State of Good Repair	✓	✓	✓		
	10208	Metro Access Control System (OneBadge) Sustainment	Program	State of Good Repair	✓	✓	✓		
	10252	Cybersecurity Sustainment	Program	State of Good Repair	✓	✓	✓		

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	10281	Metro Website Sustainment	Program	State of Good Repair	✓	✓	✓		
	10550	Web Applications Support Sustainment	Program	State of Good Repair	✓	✓	✓		
	10552	Geographic Information System (GIS) System Sustainment	Program	State of Good Repair	✓	✓	✓		
	10556	Data Governance and Business Intelligence Sustainment	Program	State of Good Repair	✓	✓	✓		
	10741	Information Technology (IT) Enterprise Testing Sustainment	Program	State of Good Repair	✓	✓	✓		
	10743	Information Technology (IT) Web-Based Collaborative Platform Sustainment	Program	State of Good Repair	✓	✓	✓		
	10812	Financial Planning Software Sustainment	Program	State of Good Repair	✓	✓	✓		
	10813	Timecard Software Sustainment	Program	State of Good Repair			✓		
	10832	Bus Operations Software Sustainment	Program	State of Good Repair	✓	✓	✓		

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	10874	Enterprise Learning Management (ELM) Sustainment	Program	State of Good Repair	✓	✓	✓		
CIP0344	IT Program Management Support				\$1,800	\$11,355	\$19,710		
	10212	Information Technology (IT) Enterprise Testing Capability Support Sustainment	Project	State of Good Repair					
	10261	Information Technology (IT) Quality Assurance (QA) Sustainment	Program	State of Good Repair	✓	✓	✓		
	11214	Internal IT Tools Administration Sustainment	Program	State of Good Repair	✓	✓	✓		
CIP0354	Enterprise Resource Planning Software Upgrade				\$6,594	\$26,508	\$26,508		
	10121	Enterprise Resource Planning (ERP) Software Upgrade	Project	State of Good Repair	✓	✓	✓		
	10873	ePerformance & eCompensation Project	Project	New Investment	✓	✓	✓		
CIP8029	D&E Information Technology Improvements				\$12,346	\$80,264	\$504,993		
	10154	Bus Operations Support Software Enhancements	Project	New Investment			✓		
	10168	Occupational Health and Wellness Department (OHAW) New Software Implementation	Project	New Investment	✓	✓	✓		

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	10169	Internet of Things (IoT) Software Development	Concept	New Investment			✓		
	10265	Comprehensive Three Dimension (3D) Model and Database of Metro Structural and Legal Assets	Project	New Investment			✓		
	10326	Aerial Mapping of Metro Surface and Ancillary Facilities	Project	Assessment or Study		✓	✓		
	10328	Project Management and Reporting Tool	Concept	New Investment			✓		
	10343	Survey Control Database	Project	New Investment			✓		
	10383	Enterprise Records Management (ERM) Search Screen Migration	Project	New Investment			✓		
	10384	High Availability Enterprise Content Management Platform	Project	New Investment			✓		
	10468	Three Dimension (3D) Track Alignment Database Design and Integration	Concept	New Investment			✓		
	10542	New Digital Information Content Management System	Project	New Investment	✓	✓	✓		
	10711	Metro Employee Mobile Application (MEMA)	Project	New Investment			✓		
	10718	Mobile Customer App	Concept	New Investment			✓		
	10733	Virtual Desktop Infrastructure (VDI) Workforce Transformation Project	Project	New Investment			✓		

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY22 (\$000s)	FY22-FY27 (\$000s)	FY22-FY31 (\$000s)	Est. Type	TPC Est. \$(000s)*
	10759	Enterprise Data Management and Decision Support Systems	Concept	New Investment			✓		
	10809	Metro Transit Police Technology System Improvements	Concept	New Investment			✓		
	10810	Bus Operations Support Software Improvements	Concept	New Investment			✓		
	10811	Web Application Support Expansion	Concept	State of Good Repair					
	10814	Rail Operations Control Center (ROCC) Software Replacement	Concept	New Investment			✓		
	10824	Enterprise Data Management and Decision Support Systems Pilot	Pilot	New Investment			✓		
	10825	Metro Employee Mobile Application (MEMA) Pilot	Pilot	New Investment		✓	✓		
	10827	Rail Operations Control Center (ROCC) Software Improvement Study	Study	Assessment or Study		✓	✓		
	10833	Expand Web Application Support Sustainment	Program	State of Good Repair			✓		
	10847	Electronic Closeout Documents Management Software	Concept	New Investment			✓		
	10877	Role-Based Access Control	Project	New Investment	✓	✓	✓		

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	10880	Police Dispatch and Records Management	Project	State of Good Repair		✓	✓		
	10917	Upgrade Collaboration and Engineering Lifecycle Management Tool	Project	State of Good Repair		✓	✓		
	10924	Bus Stop Survey Data Sync Geographic Information System (GIS) Services Development	Project	State of Good Repair		✓	✓		
	10927	Consolidation of On-Board Ancillary Bus Equipment (CoABE) Automatic Failover and High Availability	Project	State of Good Repair		✓	✓		
	10929	Contractor Bus Tracking	Project	New Investment		✓	✓		
	10931	Develop Mission-Critical Applications Repository	Project	State of Good Repair			✓		
	10932	Portfolio Management Tool Enhancement	Project	State of Good Repair			✓		
	10933	Disruption Management Software	Project	New Investment		✓	✓		
	10935	Enterprise Learning Management (ELM) Portfolio Management Enhancement	Project	State of Good Repair			✓		
	10936	Employee Collaboration and Meetings Platform Upgrade	Project	New Investment			✓		

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	10937	Employee Health System	Project	New Investment	✓	✓	✓		
	10939	Enterprise Backup: Modernization and Automation	Project	New Investment			✓		
	10940	Enterprise Interactive Voice Response (IVR) system	Project	New Investment		✓	✓		
	10941	Enterprise Storage Area Network (SAN) Modernization and Automation	Project	New Investment			✓		
	10942	Modernize Internal Information Technology (IT) Infrastructure into On-demand Services	Project	New Investment			✓		
	10943	Electronic Procurement Software Purchase	Project	New Investment	✓	✓	✓		
	10944	Staff Support During Ongoing Enterprise Resource Planning (ERP) Replacement	Staff Aug./ Contr. Supp	New Investment			✓		
	10945	Establish Center of Excellence for WMATA Enterprise Database Administration	Project	State of Good Repair			✓		
	10952	Data Mart Development	Project	New Investment	✓	✓	✓		
	10953	Improve Bus Rider Public Communication Using Metro and External Information Sources	Project	New Investment		✓	✓		

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY22 (\$000s)	FY22-FY27 (\$000s)	FY22-FY31 (\$000s)	Est. Type	TPC Est. \$(000s)*
	10957	Major Geographic Information System (GIS) Software Upgrade	Project	State of Good Repair	✓	✓	✓		
	10958	Cloud Migration of Governance, Risk, and Compliance Tool	Project	State of Good Repair			✓		
	10959	Replace Power Supervisory Control and Data Acquisition (SCADA) Network Switches	Project	State of Good Repair			✓		
	10962	Recruitment and Hiring Technology Infrastructure	Project	New Investment		✓	✓		
	10975	Wellness Portal	Project	New Investment		✓	✓		
	10976	WMATA Career Pathing and Succession Planning System	Project	New Investment	✓	✓	✓		
	10977	WMATA Pension Administration System	Project	New Investment		✓	✓		
	10978	Human Resource (HR) Workflow Management System	Project	New Investment	✓	✓	✓		
	11001	Bus Stop Editor Application Enhancements	Project	State of Good Repair		✓	✓		
	11004	Fare Evasion Data Collection Application	Project	State of Good Repair		✓	✓		

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY22 (\$000s)	FY22-FY27 (\$000s)	FY22-FY31 (\$000s)	Est. Type	TPC Est. \$(000s)*
	11015	Rail Passenger Count Mobile Application	Project	New Investment		✓	✓		
	11017	Stationary Ride Check Application Enhancements	Concept	New Investment					
	11046	Additional Data Governance and Business Intelligence Sustainment	Program	New Investment	✓	✓	✓		
	11077	Integration of Communications Alerts for the Rail Operations Control Center (ROCC) Study	Study	Assessment or Study	✓	✓	✓		
	11079	Public Participation Management System Enhancement	Project	New Investment			✓		
	11106	Software Security Baselines Implementation	Project	New Investment		✓	✓		
	11107	Software Development Life Cycle Revision	Project	Assessment or Study	✓	✓	✓		
	11108	Network Architecture Mapping	Project	New Investment	✓	✓	✓		
	11109	Threat Management Program	Project	Assessment or Study	✓	✓	✓		
	11110	Security Information Event Management Modernization	Project	New Investment	✓	✓	✓		
	11111	Managed Service Provider Implementation Phase 2	Project	New Investment	✓	✓	✓		
	11112	Endpoint Security Modernization	Project	New Investment	✓	✓	✓		

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY22 (\$000s)	FY22-FY27 (\$000s)	FY22-FY31 (\$000s)	Est. Type	TPC Est. \$(000s)*
	11113	Cloud Access Security Tool Roll-Out	Project	New Investment		✓	✓		
	11114	Security Log Standardization	Project	New Investment	✓	✓	✓		
	11115	Operational Technology Continuous Monitoring Security Improvements	Project	New Investment	✓	✓	✓		
	11116	Network Access Control	Project	State of Good Repair	✓	✓	✓		
	11117	Removable Media Storage Management	Project	New Investment	✓	✓	✓		
	11119	Electronic Tags for Track Location Data	Concept	New Investment			✓		
	11134	Metro Transit Police Department (MTPD) Information Technology Hardware Update	Project	State of Good Repair		✓	✓		
	11135	Metro Transit Police Department (MTPD) District III Substation Information Technology Infrastructure & Equipment	Project	New Investment		✓	✓		
	11162	Grievance Management System - Step 5 - Arbitration	Project	New Investment		✓	✓		
	11163	Grievance Management System - Step 0 - Disciplinary Action Intake	Project	New Investment			✓		
	11164	Human Resource (HR) Application Tracking Tool	Project	New Investment		✓	✓		

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CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY22 (\$000s)	FY22-FY27 (\$000s)	FY22-FY31 (\$000s)	Est. Type	TPC Est. \$(000s)*
	11165	Grievance Management System Digitization	Project	New Investment		✓	✓		
	11167	Labor Ticketing Management System	Project	New Investment		✓	✓		
	11168	Human Resource (HR) Benefits and Leave Administration	Project	New Investment		✓	✓		
	11181	Internet of Things (IoT) Software and Hardware Pilot	Concept	New Investment		✓	✓		
	11191	Metro Transit Police Technology System Improvements Sustainment: Tier 1 & Tier 2	Project	State of Good Repair	✓	✓	✓		
	11209	Resume Parsing System Sustainment	Program	State of Good Repair	✓	✓	✓		
	11210	Workforce Alerts System Sustainment	Program	State of Good Repair	✓	✓	✓		
	11211	Customer Relationship Management Sustainment	Program	State of Good Repair	✓	✓	✓		
	11212	ePerformance and eCompensation Sustainment	Program	State of Good Repair	✓	✓	✓		
	11213	New Employee Onboarding Documentation Submission Software Sustainment	Program	State of Good Repair	✓	✓	✓		

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	11221	Distributed Architecture Design, Testing and Cutover Support	Staff Aug./ Contr. Supp	State of Good Repair	✓	✓	✓		
	11222	Asset Management Systems Sustainment Addition	Program	State of Good Repair	✓	✓	✓		
	11225	Wellness Portal Study	Study	Assessment or Study	✓	✓	✓		
	11226	Pension Administration System Study	Study	Assessment or Study	✓	✓	✓		
CIP8031	D&E Metro Transit Police Improvements				\$250	\$250	\$6,160		
	10151	Metro Transit Police Department (MTPD) Technology Needs Study	Study	Assessment or Study			✓		
	10206	Metro Transit Police Department (MTPD) Chemical, Biological, Radiological and Nuclear (CBRN) Security Update and Replacement	Study	Assessment or Study					
	10233	Replacement of Canine (K9) Training Facilities	Concept	New Investment			✓	ROM	\$4,246
	10835	Consolidated Police Training Facility Study	Study	Assessment or Study	✓	✓	✓		
	11137	Visitor Access Management System Study	Concept	Assessment or Study					
	11246	Visitor Access Management System Implementation	Concept	New Investment					
CIP8032	Future Metro Transit Police Projects				\$0	\$12,500	\$159,830		

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	10645	Metro Police Department Vehicle Access Barriers	Project	New Investment		✓	✓		
	10727	Threat and Vulnerability Assessment (TVA) Remediation	Program	State of Good Repair		✓	✓		
	10805	Consolidated Police Training Facility Construction	Concept	New Investment			✓	ROM	\$137,327
	11132	Vehicle Access Barriers State of Good Repair	Project	State of Good Repair			✓		
	11133	Chemical, Biological, Radiological and Nuclear (CBRN) Systemwide Upgrade	Concept	State of Good Repair					
	11136	Security Operations Control Center (SOCC) Rehabilitation & Upgrades	Concept	State of Good Repair					
	11138	Metro Badging and ID Office Update	Concept	State of Good Repair					
CIP8033	D&E Support Equipment Improvements				\$1,647	\$1,647	\$15,166		
	10198	HVAC and Building Automation Systems (BAS) Replacement Study	Study	Assessment or Study			✓		
	10506	Communications Field Office Relocation	Concept	State of Good Repair	✓	✓	✓		
	10507	Digital Customer Experience Strategy	Study	Assessment or Study	✓	✓	✓		

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	10815	MetroDocs Implementation	Concept	New Investment			✓		
CIP8034	Future Support Equipment Projects				\$250	\$5,905	\$20,905		
	10442	Administrative Facility Rehabilitation Project	Project	State of Good Repair			✓	ROM	\$3,940
	10846	Relocation of Metro Supply Facility (MSF) Warehouse	Concept	New Investment					
	11166	Occupational Health and Wellness (OHAW) Department Medical Equipment	Program	State of Good Repair	✓	✓	✓		
	11220	Station Modernization Power Outlets	Project	New Investment		✓	✓		
	11262	Facilities Energy Management Program	Concept	New Investment		✓	✓		
CRB0005	Planning Support for the District of Columbia				\$1,000	\$6,000	\$10,000		
	10626	Project Development Program - DC	Program	Assessment or Study	✓	✓	✓		
CRB0009	Planning Support for Maryland Jurisdictions				\$1,000	\$6,000	\$10,000		
	10628	Project Development Program - MD	Program	Assessment or Study	✓	✓	✓		
CRB0018	Planning Support for Virginia Jurisdictions				\$1,000	\$6,000	\$10,000		
	10123	Court House Metrorail Station Second Elevator Study	Study	Assessment or Study					

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	10627	Project Development Program - VA	Program	Assessment or Study	✓	✓	✓		
	10848	Crystal City Metrorail Station New East Entrance	Project	New Investment		✓	✓		
Rail Systems									
CIP0076	Rail System Power Upgrades				\$25,700	\$63,578	\$63,578		
	10008	Rail Power Infrastructure Upgrades	Project	New Investment	✓	✓	✓	TPC	\$192,070
CIP0133	Train Detection and Warning System				\$85	\$85	\$85		
	10900	Wayside Intrusion Detection & Warning Systems for Train Washes at Railyards	Project	State of Good Repair	✓	✓	✓		
CIP0136	Radio Infrastructure Replacement				\$85,639	\$240,325	\$280,325		
	10558	Radio Infrastructure Replacement and Band Relocation	Project	State of Good Repair	✓	✓	✓	TPC	\$559,483
	10788	Radio Corrective Maintenance	Corrective Maintenance	State of Good Repair	✓	✓	✓		
	11192	Radio State of Good Repair	Concept	State of Good Repair			✓		
CIP0139_S9	Tunnel Fan Control Panels Replacement				\$6,780	\$10,540	\$10,540		

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	10538	Installation of Tunnel Fan Control Panels	Project	State of Good Repair	✓	✓	✓		
	11076	Electrical Tunnel Fan Shaft Rehabilitation	Project	State of Good Repair	✓	✓	✓		
	11186	Installation of Tunnel Fan Control Panels - Phase 2	Project	State of Good Repair	✓	✓	✓		
CIP0251	Automatic Train Control State of Good Repair				\$67,160	\$425,279	\$603,785		
	10475	Automatic Train Control (ATC) Engineering Modification Instructions (EMI) Development and Implementation Program	Program	State of Good Repair	✓	✓	✓		
	10477	Automatic Train Control (ATC) High Current Bond Replacement	Project	New Investment	✓	✓	✓		
	10479	Automatic Train Control (ATC) Intrusion Detection Warning (IDW) System Replacement	Concept	State of Good Repair			✓	ROM	\$28,012
	10480	Automatic Train Control (ATC) Interlocking Rehabilitation	Project	State of Good Repair	✓	✓	✓	TPC	\$7,760
	10485	Automatic Train Control (ATC) Relay Testing Program	Project	State of Good Repair					

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	10493	Automatic Train Control (ATC) Train Control Room (TCR) Analog to Digital Communication Upgrade	Project	State of Good Repair	✓	✓	✓		
	10495	Automatic Train Control (ATC) Room Rehabilitation Program	Program	State of Good Repair			✓		
	10497	Automatic Train Control (ATC) Alexandria Railyard Rehabilitation	Project	State of Good Repair	✓	✓	✓		
	10499	Automatic Train Control (ATC) Asset Inventory Data Maintenance	Concept	Assessment or Study	✓	✓	✓		
	10501	Automatic Train Control (ATC) Switch Machine Replacement - Future	Program	State of Good Repair		✓	✓		
	10704	Automatic Train Control (ATC) Training Lab	Project	New Investment	✓	✓	✓		
	10789	Automatic Train Control (ATC) Corrective Maintenance	Corrective Maintenance	State of Good Repair	✓	✓	✓		
	10980	Automatic Train Control (ATC) Train Control Room (TCR) Rehabilitation Phase 1	Project	State of Good Repair	✓	✓	✓	ROM	\$83,193
	10982	Automatic Train Control (ATC) Train Control Room (TCR) Rehabilitation Phase 2	Project	State of Good Repair		✓	✓	ROM	\$180,739

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	10983	Automatic Train Control (ATC) Track Circuit Cable Testing and Replacement	Program	State of Good Repair	✓	✓	✓		
	10984	Automatic Train Control (ATC) Power Supply Replacement	Project	State of Good Repair				ROM	\$46,158
	10985	Automatic Train Control (ATC) New Carrollton Railyard Rehabilitation	Project	State of Good Repair		✓	✓		
	10986	Automatic Train Control (ATC) Program Support	Staff Aug./ Contr. Supp	State of Good Repair	✓	✓	✓		
	10987	Automatic Train Control (ATC) Engineering/Design	Staff Aug./ Contr. Supp	State of Good Repair	✓	✓	✓		
	11070	Automatic Train Control (ATC) Brentwood Railyard Rehabilitation	Concept	State of Good Repair					
	11071	Automatic Train Control (ATC) Greenbelt Railyard Rehabilitation	Concept	State of Good Repair					
	11072	Automatic Train Control (ATC) Glenmont Railyard Rehabilitation	Project	State of Good Repair			✓		
	11073	Automatic Train Control (ATC) Shady Grove Railyard Rehabilitation	Project	State of Good Repair			✓		

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	11074	Automatic Train Control (ATC) West Falls Church Railyard Rehabilitation	Concept	State of Good Repair					
	11075	Automatic Train Control (ATC) Branch Ave Railyard Rehabilitation	Concept	State of Good Repair					
	11143	Automatic Train Control (ATC) Train Control Room (TCR) Structural Rehabilitation	Concept	State of Good Repair					
	11169	Automatic Train Control (ATC) Wayside Intrusion Detection Warning (IDW) System Study	Study	Assessment or Study		✓	✓		
	11261	Automatic Train Control (ATC) Track Switch Heater Replacement	Concept	New Investment		✓	✓		
	11341	Automatic Train Control (ATC) Switch Machine Replacement - FY22 Workplan	Project	State of Good Repair	✓				
CIP0252	Low Voltage Power State of Good Repair				\$35,979	\$200,310	\$325,690		
	10031	Low Voltage Power - Program Support	Program	Assessment or Study		✓	✓		
	10191	Passenger Station AC Power Room Programmable Logic Control (PLC) Upgrade	Project	State of Good Repair	✓	✓	✓		
	10260	Systemwide Replacement of AC Power Rooms Uninterruptible Power Supply (UPS) Units	Project	State of Good Repair	✓	✓	✓		

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	10790	Low Voltage Power Corrective Maintenance	Corrective Maintenance	State of Good Repair	✓	✓	✓		
	10892	AC Power Room Rehabilitation - Package 1	Project	State of Good Repair	✓	✓	✓		
	10901	AC Switchgear Replacement	Project	State of Good Repair	✓	✓	✓		
	10947	F Line Passenger Station AC Power Room Rehabilitation	Concept	State of Good Repair			✓		
	11094	AC Power Room Rehabilitation - Package 3	Project	State of Good Repair		✓	✓		
	11141	AC Power Room Rehabilitation - Package 2	Project	State of Good Repair		✓	✓		
	11156	National Airport Alternating Current (AC) Switchgear Replacement	Project	State of Good Repair					
	11187	Programmable Logic Control Security Vulnerability	Project	State of Good Repair					
	11327	AC Power Room Rehabilitation - 4 locations	Project	State of Good Repair	✓				

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CIP0253		Traction Power State of Good Repair			\$46,254	\$478,597	\$779,229		
	10012	Rail Power System Rehabilitation Program	Program	State of Good Repair		✓	✓		
	10039	Systemwide Tagging Relay Implementation	Project	New Investment			✓	ROM	\$80,349
	10319	Railyard to Mainline Power Isolation System Upgrades	Project	New Investment	✓	✓	✓		
	10535	Rosslyn Traction Power Substation (TPSS) Collapsed Cable Tray Redesign	Project	State of Good Repair	✓	✓	✓	TPC	\$18,001
	10791	Traction Power Corrective Maintenance	Corrective Maintenance	State of Good Repair	✓	✓	✓		
	10890	Traction Power System Modeling Using Train Power Simulation Software	Project	New Investment					
	10891	Rail Running Heat Tape Pilot Phase 2	Pilot	State of Good Repair					
	11019	Traction Power State of Good Repair Contract 1	Project	State of Good Repair	✓	✓	✓	ROM	\$138,187
	11020	Traction Power State of Good Repair Contract 2	Project	State of Good Repair		✓	✓	ROM	\$124,761

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	11021	Traction Power State of Good Repair Contract 3	Project	State of Good Repair		✓	✓		
	11022	Traction Power State of Good Repair Contract 4	Project	State of Good Repair			✓		
	11025	Power State of Good Repair Cable Testing and Replacement	Program	State of Good Repair	✓	✓	✓		
	11175	Traction Power Program Management	Staff Aug./ Contr. Supp	State of Good Repair	✓	✓	✓	ROM	\$14,900
	11176	Traction Power Engineering Support	Staff Aug./ Contr. Supp	State of Good Repair	✓	✓	✓	ROM	\$10,700
	11177	Traction Power Maintenance and Escort Support	Staff Aug./ Contr. Supp	State of Good Repair	✓	✓	✓		
	11254	Braking Energy Recovery Battery Storage Systems	Project	New Investment	✓	✓	✓		
	11320	Traction Power State of Good Repair - Blue, Red, Green, Orange Lines	Project	State of Good Repair	✓				
CIP0257	Emergency Trip Station (ETS) Rehabilitation				\$3,000	\$53,000	\$127,680		
	11023	Emergency Trip Station (ETS) System Replacement	Project	State of Good Repair	✓	✓	✓		

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Metro 10-Year Capital Plan

CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY22 (\$000s)	FY22-FY27 (\$000s)	FY22-FY31 (\$000s)	Est. Type	TPC Est. \$(000s)*
CIP0286	Power Generator Replacement				\$725	\$8,425	\$22,445		
	10043	Generator System Replacement - Future	Project	State of Good Repair		✓	✓		
	11328	Permanent Generator System Replacement - Phase 1	Project	State of Good Repair	✓			ROM	\$25,793
CIP8007	D&E Electrical Improvements				\$964	\$43,287	\$100,438		
	10919	AC Power Room Rehabilitation at Railyards	Project	State of Good Repair		✓	✓		
	10938	PowerEngineering Testing Support	Concept	Assessment or Study					
	10955	Interconnect Fire alarm to De-energize Traction Power Equipment	Concept	State of Good Repair					
	10960	Metallic Dust Ventilation in Tunnels Study	Study	Assessment or Study		✓	✓	ROM	\$1,162
	10964	Running Rail Heat Tape Implementation	Project	State of Good Repair		✓	✓	ROM	\$4,813
	10969	High Voltage Stray Current Monitoring System	Concept	New Investment				ROM	\$79,342
	10970	Traction Power Ground Grid State of Good Repair Monitoring and Remediation	Project	State of Good Repair		✓	✓		

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Metro 10-Year Capital Plan

CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY22 (\$000s)	FY22-FY27 (\$000s)	FY22-FY31 (\$000s)	Est. Type	TPC Est. \$(000s)*
	10971	Traction Power Test Equipment Replacement	Project	State of Good Repair		✓	✓		
	10972	Replace Traction Power Electromechanical and Solid State relays	Project	State of Good Repair			✓		
	10974	Transformer Dissolved Gas Analyzer (DGA) connectivity equipment	Project	State of Good Repair		✓	✓		
	11026	Alexandria Railyard Traction Power Rehabilitation	Project	State of Good Repair		✓	✓		
	11081	New Carrollton Railyard Traction Power Rehabilitation	Project	State of Good Repair		✓	✓		
	11082	Brentwood Railyard Traction Power Rehabilitation	Project	State of Good Repair		✓	✓		
	11083	Greenbelt Railyard Traction Power Rehabilitation	Project	State of Good Repair		✓	✓		
	11084	Glenmont Railyard Traction Power Rehabilitation	Project	State of Good Repair			✓		
	11085	Shady Grove Railyard Traction Power Rehabilitation	Project	State of Good Repair			✓		

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Metro 10-Year Capital Plan

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	11086	West Falls Church Railyard Traction Power Rehabilitation	Project	State of Good Repair			✓		
	11087	Branch Avenue Railyard Traction Power Rehabilitation	Project	State of Good Repair			✓		
	11090	Braking Energy Recovery Testing and Measurement	Pilot	New Investment	✓	✓	✓		
	11144	Traction Power Rooms Structural Rehabilitation	Concept	State of Good Repair					
	11171	Traction Power Equipment Test Bay Replacement at West Falls Church Railyard	Concept	New Investment					
	11172	Third Rail Heat Tape Implementation	Concept	New Investment					
	11200	Third Rail Heat Tape Study	Study	Assessment or Study		✓	✓		
	11232	Low Voltage Condition Assessment	Study	Assessment or Study	✓	✓	✓		
CIP8008	Future Traction Power Projects				\$0	\$53,250	\$106,500		
	10798	Braking Energy Recovery Installation Systemwide	Project	New Investment		✓	✓	ROM	\$106,459
CIP8010	Future Signals and Communications Improvements				\$0	\$13,000	\$113,000		

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Metro 10-Year Capital Plan

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	10474	Automatic Train Control (ATC) Next Generation Implementation	Project	State of Good Repair		✓	✓	ROM	\$2,272,967

Railcar and Railcar Facilities

CIP0059	8000-Series Railcars				\$66,196	\$816,333	\$1,959,305		
	10002	Railcar Acquisition - 8000 Series	Project	State of Good Repair	✓	✓	✓	ROM	\$766,959
	10661	2000/3000 Series Railcar Removal and Disposal	Project	State of Good Repair		✓	✓		
	10800	8000 Series Railcars Options Execution	Project	New Investment			✓		
	11239	Railcar Acquisition and Testing - 8000 Series Option 1	Project	State of Good Repair		✓	✓	ROM	\$309,236
CIP0063	Rail Vehicle Rehabilitation Program				\$64,765	\$365,565	\$555,946		
	10024	7000 Series Railcar Scheduled Rehabilitation	Program	State of Good Repair	✓	✓	✓		
	10058	Railcar Rehabilitation - 6000 Series	Program	State of Good Repair	✓	✓	✓		
	10102	2000 and 3000 Series Railcar Scheduled Rehabilitation	Project	State of Good Repair	✓	✓	✓	ROM	\$83,645

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Metro 10-Year Capital Plan

CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY22 (\$000s)	FY22-FY27 (\$000s)	FY22-FY31 (\$000s)	Est. Type	TPC Est. \$(000s)*
	10554	Railcar Rehabilitation Program Support	Staff Aug./ Contr. Supp	State of Good Repair	✓	✓	✓		
	10658	Automatic Wayside Inspection System for Railcars	Pilot	New Investment			✓		
	10785	Railcar Corrective Maintenance	Corrective Maintenance	State of Good Repair	✓	✓	✓		
CIP0067	Rail Vehicle Safety & Reliability Improvements				\$651	\$11,651	\$20,451		
	10530	Railcar Engineering Services	Program	State of Good Repair	✓	✓	✓		
	10662	Precision Station Stopping (PSS)	Project	State of Good Repair	✓	✓	✓		
	10663	Converter Function Module (CFM) Upgrade	Project	State of Good Repair	✓	✓	✓		
	10664	Stop and Proceed Operating Mode Update for Railcars	Project	State of Good Repair	✓	✓	✓		
CIP0142	Rail Vehicle Preventive Maintenance				\$59,000	\$354,000	\$590,000		
	10559	Railcar Preventive Maintenance	Program	State of Good Repair	✓	✓	✓		
CIP0145	Facility Security Monitoring Equipment Program				\$7,030	\$146,354	\$210,760		

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Metro 10-Year Capital Plan

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	10075	Expansion of Electronic Safety and Security (ESS) and Access Control Systems: Revenue, Non-Revenue, and Administrative Facilities	Project	New Investment		✓	✓		
	10111	Public Address (PA) System Upgrades	Project	State of Good Repair		✓	✓		
	10287	Electronic Security Systems (ESS) Server and Software Maintenance	Project	State of Good Repair		✓	✓	ROM	\$28,159
	10656	Intercom Replacement	Project	State of Good Repair		✓	✓	ROM	\$40,961
	10997	Electronic Security Systems (ESS) State of Good Repair	Program	State of Good Repair		✓	✓		
	11120	Special Police Guard Booths - Rehabilitation & Replacement	Project	State of Good Repair		✓	✓		
	11149	Station Modernization Intercom Replacement	Project	State of Good Repair		✓	✓		
	11150	Station Modernization Closed-Circuit Television (CCTV) Upgrades	Project	State of Good Repair		✓	✓		
	11151	Station Modernization Public Address (PA) System Upgrades	Project	State of Good Repair		✓	✓		

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Metro 10-Year Capital Plan

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	11330	Expansion Electronics Safety and Security and Access Control Systems - 5 Non-Revenue Facilities and 4 Metrorail Stations	Project	New Investment	✓			ROM	\$45,726
CIP0204	Railcar Rooftop Access Platform				\$2,573	\$2,573	\$2,573		
	10356	Railcar Rooftop Access Platforms	Project	State of Good Repair	✓	✓	✓	TPC	\$6,689
CIP0225	Heavy Repair and Overhaul Facility				\$78,400	\$331,884	\$645,884		
	10445	Railcar Heavy Repair and Overhaul Facility	Project	New Investment	✓	✓	✓	ROM	\$401,521
	10836	New Carrollton Railyard Optimization	Project	New Investment			✓		
	11208	Railcar Heavy Repair and Overhaul Facility Phase 2	Project	New Investment			✓		
CIP0231	Good Luck Road Facility				\$862	\$16,212	\$16,212		
	10869	Relocation of Good Luck Road	Project	State of Good Repair	✓	✓	✓	TPC	\$3,376
	10893	Good Luck Road Renovation Phase 2 Study	Study	Assessment or Study		✓	✓		
	10899	Good Luck Road Renovation Phase 2 Construction	Project	New Investment	✓	✓	✓	ROM	\$15,107
CIP0256	7000-Series Railcars				\$54,371	\$291,220	\$371,207		

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Metro 10-Year Capital Plan

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	10566	Railcar Replacement - 7000 Series Acquisition	Project	State of Good Repair	✓	✓	✓	TPC	\$1,355,703
	10684	Railcar Training Simulators	Project	State of Good Repair	✓	✓	✓		
CIP0279	Railyard Shop Equipment Replacement				\$900	\$4,200	\$4,200		
	10688	Railyard Shop Equipment Rehabilitation Program	Program	State of Good Repair	✓	✓	✓		
CIP0283	Major Railcar Maintenance Equipment State of Good Repair				\$3,259	\$13,175	\$13,175		
	10259	Railcar Wash Rehabilitation at Railyards	Project	State of Good Repair	✓	✓	✓	ROM	\$69,644
CIP0284	Railyard Facility and Site Rehabilitation				\$2,140	\$180,030	\$437,172		
	10011	Systemwide Railyard Rehabilitation	Project	State of Good Repair	✓	✓	✓	ROM	\$362,071
	10050	Emergency Fuel Shut Off Relocation	Project	State of Good Repair	✓	✓	✓		
	10687	Greenbelt Railyard Rehabilitation Program	Project	State of Good Repair		✓	✓	ROM	\$77,890
CIP8001	D&E Railcar Acquisition				\$0	\$1,272	\$1,772		

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Metro 10-Year Capital Plan

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	10799	8000 Series Procurement Options Evaluation	Study	Assessment or Study		✓	✓		
	10803	Rail Fleet Plan Update	Study	Assessment or Study		✓	✓		
	10961	Railcar Transport Vehicle Acquisition	Project	New Investment		✓	✓	ROM	\$371
	10963	Re-Rail Maintenance Trucks Acquisition	Project	State of Good Repair		✓	✓		
CIP8005	D&E Rail Yard Improvements				\$0	\$1,484	\$44,584		
	10686	Railyard Rehabilitation and Optimization Study	Study	Assessment or Study		✓	✓		
	11045	Branch Avenue Yard Feasibility Study for Building Improvement	Study	Assessment or Study			✓		
	11092	West Falls Church Annex Modifications	Concept	New Investment					
	11123	Employee Parking Facilities Assessment	Study	Assessment or Study		✓	✓		
	11127	Open Materials Storage Building Rehabilitation	Project	State of Good Repair			✓		
	11128	Salt Storage Facility Rehabilitation	Project	State of Good Repair			✓		

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Metro 10-Year Capital Plan

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	11129	Auth Place Rehabilitation	Project	State of Good Repair			✓		
	11131	Storage Facility Rehabilitation at Railyards	Project	New Investment		✓	✓		
	11240	Employee Parking Facilities Construction	Concept	New Investment					
CIP8006	Future Railcar Maintenance Facilities				\$0	\$14,388	\$264,768		
	10680	Track and Structures Systems Maintenance (TSSM) Building Renovation Study	Study	Assessment or Study		✓	✓		
	10721	Annex-to-the-Annex (ATTA) Building at Greenbelt Yard Study	Study	Assessment or Study			✓		
	10775	Track and Structures Systems Maintenance (TSSM) Building Renovation	Concept	State of Good Repair		✓	✓	ROM	\$14,188
	10776	Railyard Optimization	Concept	New Investment			✓	ROM	\$395,460
	10821	Additional Employee Parking Construction	Concept	New Investment			✓		
	11248	Rail Yard Optimization Phase 2	Concept	New Investment					
CRB0019_1	Silver Line Phase 1 Railcars				\$2,175	\$27,660	\$27,660		
	10572	Silver Line Phase 1 Railcars Acquisition	Project	New Investment	✓	✓	✓		

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Metro 10-Year Capital Plan

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CRB0020_0		Silver Line Phase 2 Railcars			\$0	\$16,515	\$16,515		
	10574	Silver Line Phase 2 Railcars Acquisition	Project	New Investment		✓	✓		
Stations and Passenger Facilities									
CIP0035		Bicycle and Pedestrian Facility Rehabilitation			\$1,612	\$9,612	\$15,612		
	10069	Station Bicycle-Pedestrian Access Improvements Study	Study	Assessment or Study		✓	✓		
	10113	Systemwide Bicycle-Pedestrian Infrastructure Upgrades	Concept	New Investment					
	11000	Bicycle Facilities - Future	Project	State of Good Repair		✓	✓		
	11345	Bicycle Facilities - 10 pilot locations	Project	State of Good Repair	✓				
CIP0072		Elevator Rehabilitation Program			\$9,000	\$51,500	\$85,500		
	10021	Elevator Rehabilitation Program - Future	Program	State of Good Repair		✓	✓		
	11323	Elevator Rehabilitation Program - 8 remaining units under contract ending in FY23	Project	State of Good Repair	✓				
CIP0073		Escalator Rehabilitation Program			\$19,644	\$119,680	\$171,080		

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Metro 10-Year Capital Plan

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	10026	Escalator Rehabilitation Program	Program	State of Good Repair		✓	✓		
	10694	New Model Escalator in Elevator and Escalator (ELES) Training Lab	Project	New Investment					
	10786	Escalator Corrective Maintenance Program	Corrective Maintenance	State of Good Repair	✓	✓	✓		
	10870	Vertical Circulation Improvements	Program	New Investment		✓	✓		
	11325	Escalator Rehabilitation Program - 73 units remaining under contract ending FY24	Project	State of Good Repair	✓				
CIP0087	Station and Facility Restoration Program				\$14,367	\$111,381	\$163,395		
	10001	Station Rehabilitation Program	Program	State of Good Repair	✓	✓	✓		
	10787	Station Corrective Maintenance Program	Corrective Maintenance	State of Good Repair	✓	✓	✓		
	10872	Station Platform Tile Assessment	Study	Assessment or Study					
CIP0088	Station Entrance Canopy Installation				\$4,156	\$38,096	\$41,096		
	10100	Escalator Canopies Installation - Phase 4	Project	State of Good Repair	✓	✓	✓		

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Metro 10-Year Capital Plan

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	10447	Escalator Canopies - Phase 3	Project	State of Good Repair					
	10819	Station Entrance Canopy Repair and Rehabilitation	Program	State of Good Repair			✓		
CIP0108	Rhode Island Avenue Station Structural Repair				\$0	\$10,000	\$10,000		
	10134	Rhode Island Avenue Metrorail Station Platform Rehabilitation	Project	State of Good Repair		✓	✓	ROM	\$59,104
CIP0132	Escalator and Elevator Overhaul Program				\$6,630	\$39,780	\$66,300		
	10393	Escalator and Elevator Overhaul	Program	State of Good Repair	✓	✓	✓		
CIP0150	Support Facility Fire System Rehabilitation				\$500	\$11,150	\$19,050		
	10211	Non-Revenue Facility Fire Alarm Upgrade Study	Study	Assessment or Study		✓	✓	ROM	\$163
	10999	Non-Revenue Facility Fire Alarm State of Good Repair	Program	State of Good Repair	✓	✓	✓		
CIP0151	Rail Station Cooling Rehabilitation Program				\$10,234	\$54,234	\$86,234		
	10020	Station Cooling Systems Upgrade - Future	Program	State of Good Repair		✓	✓		

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Metro 10-Year Capital Plan

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	11322	Station Cooling Systems Upgrade & Rehabilitation of 4 Facilitites	Project	State of Good Repair	✓				
CIP0152	Parking Garage and Surface Lot Rehabilitation				\$21,600	\$97,100	\$159,100		
	10027	Parking Garage Rehabilitation	Program	State of Good Repair		✓	✓		
	10078	Surface Parking Lots Rehabilitation Program	Program	State of Good Repair		✓	✓		
	10526	Parking Facility Preventive Maintenance Program	Program	State of Good Repair	✓	✓	✓		
	11012	Parking Facility Inspection Program	Project	State of Good Repair		✓	✓		
	11326	Parking Garage Rehabilitation - 9 locations	Project	State of Good Repair	✓				
	11331	Surface Parking Lots Rehabilitation Program - Group 1	Project	State of Good Repair	✓				
CIP0185	Escalator Replacement				\$33,660	\$186,513	\$315,033		
	10325	Escalator Replacement	Program	State of Good Repair	✓	✓	✓		
CIP0218	Metrorail Station Improvements				\$0	\$65,405	\$113,605		

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	10301	Metrorail Station Entrance Gates Replacement	Project	State of Good Repair		✓	✓	ROM	\$924
	10317	Emergency Exit Rehabilitation Project Study	Concept	Assessment or Study					
	10726	Customer Amenities Upgrade	Concept	New Investment			✓		
	10757	Emergency Exit Rehabilitation Project	Project	State of Good Repair		✓	✓		
	11154	Station Modernization Platform Tile Replacement	Project	State of Good Repair		✓	✓		
	11206	Station Modernization Customer Information Displays	Project	New Investment		✓	✓		
	11207	Station Modernization Kiosk Upgrades	Project	New Investment		✓	✓		
	11216	Station Modernization Rehabilitation & Cleaning	Project	State of Good Repair		✓	✓		
CIP0219	Rail Station Lighting Improvements				\$26,055	\$165,657	\$187,607		
	10010	Light Replacement Program - Station Pathway, Bus Loop, and Site	Project	State of Good Repair	✓	✓	✓	ROM	\$7,601
	10047	Above-ground Station Lighting Installation	Project	State of Good Repair	✓	✓	✓	ROM	\$42,821

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Metro 10-Year Capital Plan

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	10048	Underground Station Lighting and Ceiling Tile Installation	Project	State of Good Repair	✓	✓	✓	ROM	\$43,413
	10062	Station Platform Edge Lighting Replacement	Project	State of Good Repair	✓	✓	✓	ROM	\$73,949
	10512	Platform Level Light-Emitting Diode (LED) Lighting Replacement	Project	State of Good Repair		✓	✓	TPC	\$24,424
	11157	Station Modernization Light Replacement - Station Pathway, Bus Loop, and Site	Project	State of Good Repair		✓	✓		
	11158	Station Modernization Underground Station Lighting	Project	State of Good Repair		✓	✓		
	11160	Station Modernization Platform Edge Lighting Replacement	Project	State of Good Repair		✓	✓		
	11219	Station Modernization Vertical Circulation Lighting	Project	State of Good Repair		✓	✓		
CIP0241	Flood Resiliency Infrastructure Upgrades				\$688	\$8,688	\$137,168		
	10562	Systemwide Flood Resiliency Infrastructure Upgrades Assessment	Study	Assessment or Study	✓	✓	✓		
	10866	Systemwide Flood Resiliency Infrastructure Upgrades Implementation	Project	New Investment		✓	✓	ROM	\$133,481

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Metro 10-Year Capital Plan

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CIP0242	Rail System Drainage Rehabilitation Program				\$15,100	\$67,100	\$115,100		
	10563	Drainage Pump Stations (DPS) Rehabilitation Program - Future	Program	State of Good Repair		✓	✓		
	11342	Drainage Pump Stations (DPS) Rehabilitation Program - 9 units in construction & 25 units in design	Project	State of Good Repair	✓				
CIP0255	Fare Collection Modernization				\$56,855	\$327,332	\$364,545		
	11283	Fare Collection Modernization	Program	State of Good Repair	✓	✓	✓		
CIP0258	Station And Tunnel Fire Alarm Rehabilitation				\$7,118	\$99,906	\$141,423		
	10144	Fire Control Infrastructure at Stations	Project	State of Good Repair		✓	✓	ROM	\$271,876
	10513	Tunnel Smoke Detection Pilot Program	Pilot	State of Good Repair					
	10714	Smoke Detection System Full Implementation	Project	State of Good Repair	✓	✓	✓	ROM	\$73,143
	11148	Station Modernization Fire Control Infrastructure at Stations	Project	State of Good Repair		✓	✓		
	11197	Tunnel Smoke Detection Study	Study	Assessment or Study	✓	✓	✓		

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CIP0297	Union Station Improvements				\$7,300	\$7,560	\$7,560		
	10576	Union Station Entrance Improvements	Project	New Investment	✓	✓	✓	ROM	\$8,846
CIP0302	Huntington Station Parking Garage Replacement				\$1,260	\$3,260	\$35,760		
	10274	Huntington Metrorail Station South Parking Garage Replacement	Project	State of Good Repair		✓	✓	ROM	\$8,815
	10883	Huntington Station Joint Development	Project	New Investment	✓	✓	✓		
CIP0305	Rail Passenger Facility State of Good Repair Program				\$0	\$39,391	\$45,911		
	10055	Sewage Ejector Replacement	Program	State of Good Repair		✓	✓		
	11217	Station Modernization Art Infrastructure	Project	New Investment			✓		
	11218	Station Modernization Ceiling Rehabilitation & Replacement	Project	State of Good Repair		✓	✓		
CIP0307	Station Platform Rehabilitation - Phase 2				\$3,100	\$3,100	\$3,100		
	10708	Stations Platform Rehabilitation - Phase 2	Project	State of Good Repair	✓	✓	✓		
CIP0308	Station Platform Rehabilitation - Phase 3				\$144,800	\$150,603	\$150,603		

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Metro 10-Year Capital Plan

CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY22 (\$000s)	FY22-FY27 (\$000s)	FY22-FY31 (\$000s)	Est. Type	TPC Est. \$(000s)*
	10709	Stations Platform Rehabilitation - Phase 3	Project	State of Good Repair	✓	✓	✓	TPC	\$430,631
CIP0309	Huntington Station Additional Entrance				\$0	\$35,970	\$104,000		
	10735	Huntington Metrorail Station Additional Entrance	Project	State of Good Repair		✓	✓		
CIP0310	Station Platform Rehabilitation - Phase 4				\$220,300	\$407,389	\$407,389		
	11282	Station Platform Rehabilitation - Phase 4	Project	State of Good Repair	✓	✓	✓		
CIP0341	Rail System Standpipe Replacement Program				\$8,100	\$54,350	\$94,350		
	10568	Standpipe Replacement Program - Future	Program	State of Good Repair		✓	✓		
	11122	Station, Parking Facility, Bus Garage, and Non-Revenue Facility Standpipe Replacement Program	Project	State of Good Repair		✓	✓		
	11343	Tunnel Standpipe Replacement Program - 29 locations on Green line	Project	State of Good Repair	✓				
CIP0352	Rail Station Platform Canopy Rehabilitation Program				\$2,000	\$27,000	\$52,074		
	10174	Station Platform Canopy Repair and Rehabilitation Study	Study	Assessment or Study					

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Metro 10-Year Capital Plan

CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY22 (\$000s)	FY22-FY27 (\$000s)	FY22-FY31 (\$000s)	Est. Type	TPC Est. \$(000s)*
	10896	Station Platform Canopy Rehabilitation	Project	State of Good Repair	✓	✓	✓		
CIP8015	D&E Rail Station Improvements				\$5,340	\$37,864	\$201,116		
	10074	Shady Grove Metrorail Station New South Entrance Study	Study	Assessment or Study					
	10081	Navy Yard Metrorail Station New South Entrance Study	Study	Assessment or Study					
	10297	New Carrollton Metrorail Station Employee Facility Improvements	Project	State of Good Repair		✓	✓	ROM	\$3,663
	10691	Waterfront Metrorail Station Improvement Study	Study	Assessment or Study		✓	✓		
	10692	Columbia Heights Metrorail Station Study	Study	Assessment or Study		✓	✓		
	10693	Federal Triangle Metrorail Station Study	Study	Assessment or Study		✓	✓		
	10738	New Carrollton Metrorail Station Improvements	Concept	New Investment			✓	ROM	\$48,252
	10849	Foggy Bottom Metrorail Station Improvement	Project	New Investment			✓		
	10852	Elevator and Escalator Structural Rehabilitation Study	Concept	Assessment or Study					
	10966	Solar Site Lease - Associated WMATA Capital Investments	Project	New Investment	✓	✓	✓		

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Metro 10-Year Capital Plan

CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY22 (\$000s)	FY22-FY27 (\$000s)	FY22-FY31 (\$000s)	Est. Type	TPC Est. \$(000s)*
	10967	Station Entrance Granite Caulking - System Wide	Project	State of Good Repair	✓	✓	✓		
	11014	Parking Signage and Wayfinding	Project	Assessment or Study		✓	✓		
	11048	Rail Station Breakroom Renovation and Construction - 13 locations	Project	State of Good Repair	✓	✓	✓		
	11145	Communications Rooms Structural Rehabilitation	Concept	State of Good Repair					
	11198	Rooms and Stations Structural Assessment	Study	Assessment or Study		✓	✓	ROM	\$6,343
	11229	Grosvenor Station Platform and Canopy Rehabilitation	Project	State of Good Repair		✓	✓		
	11234	Escalator and Elevator Wellway Rehabilitation Implementation	Project	State of Good Repair			✓		
	11242	Parking Booth Replacement	Concept	State of Good Repair					
CIP8019	D&E Revenue Facility Improvement				\$8,500	\$105,577	\$175,717		
	10053	Passenger Information Displays (PIDs) System Upgrade and Installation	Project	State of Good Repair	✓	✓	✓		

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Metro 10-Year Capital Plan

CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY22 (\$000s)	FY22-FY27 (\$000s)	FY22-FY31 (\$000s)	Est. Type	TPC Est. \$(000s)*
	10991	Kiosk Information Display (KIDs) State of Good Repair	Project	State of Good Repair		✓	✓		
	10992	Passenger Information Displays (PIDs) State of Good Repair	Program	State of Good Repair			✓		
	10993	Non-Revenue Facility Loudspeaker Systems	Concept	State of Good Repair			✓		
	10998	Non-Revenue Facility Intercom Replacement	Concept	State of Good Repair			✓		
	11009	Multi-Day Parking	Concept	New Investment					
	11011	Parking Access Revenue Control (PARC) System Replacement	Project	State of Good Repair		✓	✓		
	11013	Parking Pay Stations	Project	New Investment		✓	✓		
	11140	Construction of Safety Platforms for Cooling Towers	Concept	State of Good Repair					
	11146	Station Modernization Passenger Information Displays (PIDs) System Upgrade and Installation	Project	State of Good Repair		✓	✓		

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Metro 10-Year Capital Plan

CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY22 (\$000s)	FY22-FY27 (\$000s)	FY22-FY31 (\$000s)	Est. Type	TPC Est. \$(000s)*
	11205	Station Modernization: Soft Cost and Contingency	Staff Aug./ Contr. Supp	State of Good Repair		✓	✓		
	11263	Stations Energy Management Program	Concept	New Investment		✓	✓		
CRB0013	Potomac Yard Station Construction				\$149,500	\$168,487	\$168,487		
	10619	New Potomac Yard Metrorail Station	Project	New Investment	✓	✓	✓	ROM	\$340,000
CRB0020	Silver Line Phase 2 Construction Support				\$10,776	\$10,776	\$10,776		
	10573	Silver Line Phase 2 WMATA Support and Oversight	Staff Aug./ Contr. Supp	New Investment					
	10598	Silver Line Phase 2 Art In Transit	Project	New Investment	✓	✓	✓		
	10599	Silver Line Phase 2 Automatic Fare Collection	Project	New Investment	✓	✓	✓		
	10600	Silver Line Phase 2 Non-Revenue Vehicles and Equipment	Project	New Investment	✓	✓	✓		
	10601	Silver Line Phase 2 Program Oversight	Staff Aug./ Contr. Supp	New Investment					
	10602	Silver Line Phase 2 Signage and Graphics	Project	New Investment	✓	✓	✓	ROM	\$20,765
	10603	Silver Line Phase 2 Rail Operations Control Center Integration	Project	New Investment	✓	✓	✓		

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Metro 10-Year Capital Plan

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	10604	Silver Line Phase 2 WMATA Technical and Construction Oversight	Staff Aug./ Contr. Supp	New Investment					
	10605	Silver Line Phase 2 Operations Start-Up and Testing	Staff Aug./ Contr. Supp	New Investment	✓	✓	✓		
CRB0127	Purple Line Construction Support				\$4,068	\$4,068	\$29,068		
	10575	Purple Line General Support	Staff Aug./ Contr. Supp	New Investment	✓	✓	✓		
	10620	Bethesda Metrorail Station Purple Line Improvements	Project	New Investment	✓	✓	✓		
	10622	College Park Metrorail Station Bus Loop Reconfiguration for Purple Line Right of Way	Project	New Investment	✓	✓	✓		
	10623	New Carrollton Metrorail Station Parking and Bus Bay Reconfiguration for Purple Line Right of Way	Project	New Investment	✓	✓	✓		
	10625	Purple Line: Silver Spring Station and New Entrance/Mezzanine	Project	New Investment	✓	✓	✓		
Track and Structures Rehabilitation									
CIP0024	Track Rehabilitation Program				\$92,718	\$598,029	\$1,021,049		
	10003	Track Rehabilitation Program	Program	State of Good Repair	✓	✓	✓		

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Metro 10-Year Capital Plan

CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY22 (\$000s)	FY22-FY27 (\$000s)	FY22-FY31 (\$000s)	Est. Type	TPC Est. \$(000s)*
	10316	Chain Marker Signage	Concept	New Investment			✓	ROM	\$17,214
	10460	Chain Marker Signage Study	Study	Assessment or Study		✓	✓		
	10764	Turnout Frog System Implementation	Concept	State of Good Repair					
	10784	Track Corrective Maintenance	Corrective Maintenance	State of Good Repair	✓	✓	✓		
CIP0025	Roadway Equipment and Vehicle Program				\$12,578	\$109,463	\$164,333		
	10094	Track Maintenance Equipment Replacement	Program	State of Good Repair		✓	✓		
	10096	Track Maintenance Equipment - Tunnel Vacuum Train Acquisition	Project	New Investment			✓		
	10127	Track Maintenance Equipment - Locomotives Acquisition	Project	New Investment	✓	✓	✓	ROM	\$34,222
	10149	Track Maintenance Equipment - Locomotive Prime Mover Replacement	Project	State of Good Repair	✓	✓	✓		
	10229	Track Maintenance Equipment - Flat Cars Acquisition	Project	New Investment	✓	✓	✓	TPC	\$8,708
	10250	Track Maintenance Equipment - Roadway Maintenance Machines (RMM) Engineering Support Services	Staff Aug./ Contr. Supp	State of Good Repair	✓	✓	✓		

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Metro 10-Year Capital Plan

CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY22 (\$000s)	FY22-FY27 (\$000s)	FY22-FY31 (\$000s)	Est. Type	TPC Est. \$(000s)*
	10251	Track Maintenance Equipment - Multi-Function Flat Cars Acquisition	Project	New Investment	✓	✓	✓	ROM	\$15,977
	10269	Track Maintenance Equipment - Structural Maintenance Vehicle (Down and Under Prime Mover)	Project	New Investment	✓	✓	✓	TPC	\$6,801
	10294	Track Maintenance Equipment - Track Inspection Vision System Technology and Equipment	Project	New Investment	✓	✓	✓	ROM	\$11,534
	10307	Track Maintenance Equipment - Ballast Car Acquisition	Project	New Investment	✓	✓	✓	TPC	\$2,291
	10324	Track Maintenance Equipment - Drain Cleaner Vehicle Acquisition	Project	New Investment	✓	✓	✓	TPC	\$3,580
	10331	Track Maintenance Equipment - Additional Ultrasonic Testing Equipment for Rail Inspection	Project	New Investment	✓	✓	✓	ROM	\$779
	10354	Track Maintenance Equipment - E-clip Remover and Installer Acquisition	Project	New Investment				TPC	\$1,742
	10364	Track Maintenance Equipment - Ballast Regulator Acquisition	Project	New Investment	✓	✓	✓	TPC	\$707
	10389	Track Maintenance Equipment - Tie Plate Inserter Acquisition	Project	New Investment				TPC	\$1,139
	10440	Remote Tracking of Rail Maintenance Equipment	Concept	Assessment or Study					
	10840	Track Maintenance Equipment Vehicle Fleet Plan	Study	Assessment or Study	✓	✓	✓		

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Metro 10-Year Capital Plan

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CIP0246	General Engineering				\$2,550	\$15,250	\$25,450		
	10564	General Engineering Support	Staff Aug./ Contr. Supp	Assessment or Study	✓	✓	✓		
CIP0247	Emergency Construction and Emerging Needs Program				\$52,000	\$181,150	\$385,150		
	10565	Emergency Construction Support	Staff Aug./ Contr. Supp	State of Good Repair	✓	✓	✓		
	10867	System Preservation	Program	State of Good Repair	✓	✓	✓		
	10911	Bethesda Water Intrusion	Project	State of Good Repair					
CIP0261	Rail Tunnel Lighting Replacement				\$1,500	\$1,500	\$1,500		
	10095	Tunnel Light Improvements	Project	State of Good Repair	✓	✓	✓		
CIP0262	Tunnel Water Leak Mitigation				\$8,000	\$263,968	\$412,684		
	10066	Water Leak Mitigation - Rail Tunnels	Program	State of Good Repair	✓	✓	✓		
	10820	Water Leak Mitigation - Stations and Rooms Water Intrusion Remediation	Project	State of Good Repair		✓	✓		

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Metro 10-Year Capital Plan

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	11062	Clogged Drain Clearing and Treatment	Concept	State of Good Repair					
	11159	Station Modernization Water Leak Mitigation	Project	State of Good Repair		✓	✓		
	11215	Water Leak Mitigation – Rail Tunnels Phase 2	Project	State of Good Repair	✓	✓	✓	ROM	\$49,445
CIP0289	Third Rail Reconfiguration				\$0	\$500	\$24,500		
	10419	Power Systems Reconfiguration	Concept	New Investment		✓	✓		
	10765	Third Rail (Electrified Rail) Modernization	Concept	New Investment			✓	ROM	\$230,648
CIP0291	Tunnel Ventilation Improvements				\$9,400	\$50,500	\$280,700		
	10141	Vent Shaft Relocation Study - Wilson Boulevard	Study	Assessment or Study	✓	✓	✓		
	10340	Ventilation Improvements - Systemwide	Project	State of Good Repair		✓	✓	ROM	\$1,147,969
	10545	Ventilation Improvements Support	Staff Aug./ Contr. Supp	State of Good Repair	✓	✓	✓		
	11161	Vent Shaft Relocation - Wilson Boulevard	Project	State of Good Repair		✓	✓		

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Metro 10-Year Capital Plan

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	11228	Ventilation Improvements - Systemwide Study	Study	Assessment or Study		✓	✓		
CIP0294	Bridge Rehabilitation Program				\$6,200	\$103,300	\$291,640		
	10061	Structural Inspections - Aerials and Facilities	Staff Aug./ Contr. Supp	State of Good Repair	✓	✓	✓		
	10236	Orange Line 495 Aerial Structure Rehabilitation	Project	State of Good Repair		✓	✓		
	10296	New Carrollton Amtrak Station Bridge Gutter Repair	Concept	State of Good Repair					
	10305	Greenbelt Metrorail Station Outer Loop Ramp Bridge Rehabilitation	Project	State of Good Repair		✓	✓		
	10334	Huntington Station Bridge Rehabilitation	Project	State of Good Repair		✓	✓	ROM	\$41,524
	10341	Greenbelt Metrorail Station Inner Loop and Station Bridge #1 Repair	Project	State of Good Repair		✓	✓		
	10432	King Street Station Bridge Repair	Project	State of Good Repair			✓	ROM	\$6,554
	10508	Eisenhower Avenue Aerial Structures Repair	Project	State of Good Repair					

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Metro 10-Year Capital Plan

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	10685	Orange, Blue, and Silver Line Junction Pocket Track Upgrade	Project	New Investment			✓	ROM	\$102,006
	10755	Aerial Bridge Coating	Program	State of Good Repair		✓	✓		
	10921	Bridge Painting - Orange Line Pedestrian Bridges	Project	State of Good Repair			✓	ROM	\$27,302
	11034	Bridge Rehabilitation Program	Program	State of Good Repair	✓	✓	✓		
	11035	Nannie Helen Burroughs Avenue Bridge Repair	Project	State of Good Repair			✓		
	11036	Route 7 Bridge and Route 7 Ramp Bridge Repair	Project	State of Good Repair		✓	✓		
	11037	Springhill Guideway and Tysons East Guideway Segmental Aerial Structures Repair	Project	State of Good Repair			✓		
	11038	Watts Creek Bridge Repair	Project	State of Good Repair		✓	✓		
	11050	Wheaton Parking Garage Bridge Repair	Project	State of Good Repair		✓	✓		

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Metro 10-Year Capital Plan

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	11051	Green/Yellow Line CSX Bridge Repair	Project	State of Good Repair		✓	✓		
	11052	CSX Bridge at Cheverly Repair	Project	State of Good Repair		✓	✓		
	11053	Greenbelt Station Beltway Crossing Bridge Rehabilitation	Project	State of Good Repair		✓	✓		
	11054	Berwyn Road and Frederick Avenue Pedestrian Bridge Rehabilitation	Project	State of Good Repair		✓	✓		
	11055	Rhode Island Avenue Pedestrian Bridge Rehabilitation	Project	State of Good Repair		✓	✓		
	11056	Rockville Pedestrian Bridge Rehabilitation	Project	State of Good Repair					
	11057	Addison Road Station Pedestrian Bridge Rehabilitation	Project	State of Good Repair			✓		
	11058	Dunn Loring Pedestrian Bridge Rehabilitation	Project	State of Good Repair			✓		
	11059	Vienna Station-North and Vienna Station-South Pedestrian Bridge Rehabilitation	Project	State of Good Repair			✓		

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Metro 10-Year Capital Plan

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	11060	West Falls Church Station Pedestrian Bridge Rehabilitation	Project	State of Good Repair			✓		
	11061	Aerial Structures Expansion Joint Replacement	Program	State of Good Repair		✓	✓		
	11091	Aerial Structure Baseline Inspection and Condition Assessment	Study	Assessment or Study	✓	✓	✓	ROM	\$2,705
	11093	Glenmont Yard Pedestrian Bridge Rehabilitation	Project	State of Good Repair		✓	✓		
	11195	Trestle Bridge Demolition	Project	State of Good Repair	✓	✓	✓		
	11230	Minnesota Avenue Aerial Lateral Restraints	Concept	State of Good Repair					
CIP0348	Structural Rehabilitation - Package 1				\$87,700	\$91,265	\$91,265		
	11280	Structural Rehabilitation - Package 1	Project	State of Good Repair	✓	✓	✓	ROM	\$95,264
CIP0349	Yellow Line Tunnel and Bridge Rehabilitation				\$35,349	\$258,292	\$258,292		
	11281	Yellow Line Tunnel and Bridge Rehabilitation	Project	State of Good Repair	✓	✓	✓		
CIP0356	Tunnel Ventilation Improvements - Red Line Pilot				\$29,600	\$57,500	\$57,500		

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Metro 10-Year Capital Plan

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	10339	Ventilation Improvements - Red Line Pilot	Pilot	State of Good Repair	✓	✓	✓	ROM	\$57,900
CIP8011	D&E Fixed Rail Improvements				\$3,000	\$22,930	\$23,530		
	10457	Interlocking Construction at Morgan Blvd and Largo Town Center Stations	Project	State of Good Repair		✓	✓		
	10459	Turnout Frog Alternative Design and Testing	Study	Assessment or Study					
	10464	Floating Concrete Slab Study and Alternatives Analysis	Study	Assessment or Study	✓	✓	✓		
	10466	Strategic Work Planning System	Project	New Investment			✓		
	10855	Floating Slab Pilot	Pilot	State of Good Repair		✓	✓		
	10920	Alternate materials for Rail Timber Ties Pilot	Pilot	New Investment		✓	✓		
	10930	Curved Guard Rail Study	Study	Assessment or Study		✓	✓	ROM	\$633
	11340	Interlocking Survey and Design at Morgan Blvd and Largo Town Center Stations	Project	State of Good Repair	✓				
CIP8013	D&E Track Structures Improvements				\$2,350	\$5,050	\$70,850		
	10444	Blue, Orange, and Silver Line Corridor Improvements Study	Study	Assessment or Study	✓	✓	✓		

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Metro 10-Year Capital Plan

CIP	PID	Initiative Name	Initiative Type	Primary Purpose	FY22 (\$000s)	FY22-FY27 (\$000s)	FY22-FY31 (\$000s)	Est. Type	TPC Est. \$(000s)*
	10898	Collapsed Duct Bank Design - 7 locations	Study	Assessment or Study	✓	✓	✓		
	11065	Right of Way Fence Repairs on the Red Line	Project	State of Good Repair			✓		
	11066	Right of Way Fence Repairs Program	Program	State of Good Repair			✓		
	11069	Interlocking Rehabilitation at Takoma Park	Concept	State of Good Repair			✓		
	11204	Interlocking Rehabilitation at Takoma Park Study	Study	Assessment or Study	✓	✓	✓		
	11245	Maintenance of Way Engineering Program Support	Staff Aug./ Contr. Supp	Assessment or Study	✓	✓	✓		
CIP8014	Future Track and Structures Improvements				\$0	\$39,000	\$103,460		
	10762	Blue, Orange, and Silver Line Corridor Improvement	Concept	New Investment					
	10908	Collapsed Duct Bank Construction	Concept	State of Good Repair			✓	ROM	\$36,456
	10956	Orange/Silver Line - Cable Trough Removal and replacement	Concept	State of Good Repair					
	11063	Shaft Structural State of Good Repair Program	Program	State of Good Repair		✓	✓		

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Metro 10-Year Capital Plan

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	11064	Cable Trough Rehabilitation in West Falls Church Railyard	Project	State of Good Repair		✓	✓		

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APPENDIX A FY2020 STATE & LOCAL FUNDING RECONCILIATION

The CFA requires that Metro reconcile state and local funding. The table below summarizes billings, receipts, and allocated expenditures by jurisdiction for FY2020. Note that the “Expended Cash” column is the jurisdictionally allocated share of capital expenditures.

FY2020 State and Local Funding and Expenditures (Dollars in Millions)

Jurisdiction Contributions	Amended Budget	Billed to Jurisdiction	Received from Jurisdiction	Expended Cash ^{2,3}	Variance
Formula + System Performance:					
District of Columbia	\$92.7	\$92.7	\$92.7	\$76.5	\$16.3
Montgomery County ⁴	46.1	46.1	26.9	38.0	(11.1)
Prince Georges County ⁵	45.1	45.1	26.3	37.2	(10.9)
City of Alexandria	12.3	12.3	12.3	10.1	2.2
Arlington County	23.2	23.2	23.2	19.1	4.1
City of Fairfax	0.7	0.7	0.7	0.6	0.1
Fairfax County	39.8	39.8	39.8	32.8	7.0
City of Falls Church	0.7	0.7	0.7	0.6	0.1
Subtotal – Formula + SP	\$260.6	\$260.6	\$222.6	\$214.9	\$7.7
PRIIA:					
District of Columbia – PRIIA	\$49.5	\$49.5	\$49.5	\$57.0	\$(7.5)
Maryland – PRIIA	49.5	49.5	49.5	57.0	(7.5)
Virginia – PRIIA	49.5	49.5	49.5	57.0	(7.5)
Subtotal – PRIIA	\$148.5	\$148.5	\$148.5	\$170.9	\$(22.4)
Dedicated Funding:					
District of Columbia – DF	\$178.5	\$178.5	\$178.5	\$178.2	\$0.3
Maryland – DF	167.0	167.0	167.0	166.8	0.2

² These expenditures were not yet audited at the time of this analysis.

³ These expenditures are presented on a cash basis and do not include the following items: (1) a deduction of \$72 million for accrued expenses, (2) \$23.4 million set aside for revenue loss resulting from shutdowns due to capital projects, or (3) \$28 million set aside for future year project costs associated with federal interest in Metro’s railcars. Additional information regarding the Federal interest on railcars can be found in the Disclosures section of this report.

⁴ The Maryland jurisdictions have an unpaid balance of \$36.8 million, which includes \$35.6M in payments withheld in FY2020 and \$1.2M in payments withheld against FY2018. Additional information regarding Maryland’s withholdings can be found in the Disclosures section of this report.



Jurisdiction Contributions	Amended Budget	Billed to Jurisdiction	Received from Jurisdiction	Expended Cash ^{5,6}	Variance
Virginia – DF	154.5	154.5	154.5	154.3	0.2
Subtotal - Dedicated Funding	\$500.0	\$500.0	\$500.0	\$499.3	\$0.7
Other State and Local:					
Project Planning	\$3.0	\$3.0	\$3.0	\$1.3	\$1.7
Commonwealth of VA – CMAQ	0.9	-	-	0.9	(0.9)
Rail & Power Upgrades (DC & MD)	-	-	-	-	-
Rail & Power Upgrades (VA)	-	-	-	4.5	(4.5)
Metro 2025	-	-	-	-	-
Subtotal - Other State and Local	\$3.9	\$3.0	\$3.0	\$6.6	\$(3.6)
Subtotal - CFA Source	\$913.0	\$912.1	\$874.1	\$891.7	\$(17.6)
Additional Contribution or Debt:					
MWAA and Other CRB	\$58.0	\$82.9	\$82.9	\$82.9	\$-
Debt & Other Sources	285.0	-	316.4	316.4	-
Subtotal - Additional Contribution or Debt	\$343.0	\$82.9	\$399.3	\$399.3	\$-
Total	\$1,256.0	\$995.0	\$1,273.4	\$1,291.0	\$(17.6)

⁵ These expenditures were not yet audited at the time of this analysis.

⁶ These expenditures are presented on a cash basis and do not include the following items: (1) a deduction of \$72 million for accrued expenses, (2) \$23.4 million set aside for revenue loss resulting from shutdowns due to capital projects, or (3) \$28 million set aside for future year project costs associated with federal interest in Metro's railcars. Additional information regarding the Federal interest on railcars can be found in the Disclosures section of this report.



APPENDIX B GLOSSARY OF TERMS

AAC <i>(Accessibility Advisory Committee)</i>	A Metro committee created to address the needs of senior citizens and customers with disabilities; efforts have resulted in numerous service upgrades including gap reducers, to make it easier for customers using wheelchairs to board Metrorail trains.
Accounting Basis	The accounting principles and methods appropriate for a government enterprise fund. Financial statements are prepared on the accrual basis of accounting under which revenues and expenses are recognized when earned or incurred.
Accrual Basis	Basis of Accounting where revenues are recognized when they are measurable and earned. Expenses are recorded when incurred.
ADA <i>(Americans with Disabilities Act)</i>	Refers to federal civil rights legislation passed in 1990 that requires public transportation services to be accessible to, and usable by, persons with disabilities. In compliance, Washington Metropolitan Area Transit Authority (Metro) operates Metrobus with a bus fleet equipped with passenger lifts and wheelchair tie downs, Metrorail with elevators and platforms that are ADA compliant and MetroAccess with a fleet of over 600 vans and sedans also equipped with lifts and tie downs.
Approved Budget	The revenue and expenditure plan approved by the WMATA Board of Directors for a specific one-year period starting on July 1.
ART <i>(Arlington Transit)</i>	Refers to the bus service that operates within Arlington County, Virginia, providing access to Metrorail and supplementing Metrobus with smaller, neighborhood-friendly vehicles.
Articulated Bus <i>Also see "Slinky" bus</i>	Refers to buses that have an "accordion" section in the middle that allows the bus to bend and flex (articulate). Articulated buses have more passenger capacity than standard 40-foot buses.
AGM <i>(Assistant General Manager)</i>	An executive who reports directly to the General Manager/CEO or a Deputy General Manager of Metro.
Assets	Property owned by Metro which has monetary value with a future benefit.



Balanced Budget	Refers to a budget where estimated revenues are equal to or greater than estimated expenses.
Board of Directors	The Board of Directors is a 16-member body composed of eight voting and eight alternate members responsible for corporate governance of WMATA.
Bond	A written promise to pay a specified sum of money (face value) at a specified future date and the proposed means of financing them.
Bond Proceeds	Refers to additional local capital funds raised, when necessary, by issuance of revenue bonds in the municipal markets.
Budget	Refers to a financial operation embodying an estimate of revenues and expenditures for a fiscal period of 12 months or longer. This can be an operating or capital budget.
Budget Calendar	Refers to a schedule of key dates for specific milestones in the preparation and approval of a budget.
Budget Document	Refers to the official written statement and the supporting numbers prepared by the Financial staff for presentation for approval by the Board.
Budget Message	Refers to the general discussion of the budget document presented in writing as an overview, usually by the head of the organization.
Bus Shelter	A shelter for riders to wait for the bus, a canopy area with or without bench seating. In addition, the shelter includes a display case with bus information for Metrobus riders and is equipped with a trash receptacle.
Bus Stop	Refers to a stop indicated by a sign for riders to wait for the bus.
CAFR (<i>Comprehensive Annual Financial Report</i>)	A report containing financial statements and statistical data that provides full disclosure of all material financial operations of Metro in conformity with generally accepted accounting principles.
Capital Assets	Assets of a material value and having a useful life of more than one year. Also called fixed assets.
Capital Budget	The portion of the budget that provides for the funding of improvements, projects and major equipment purchases.



Capital Improvement Program	The six-year plan of capital projects to be completed by Metro.
Cash Basis	Basis of Accounting whereby revenue and expense are recorded on the books of account when received and paid, respectively, without regard to the period to which they are incurred.
CNG (Compressed Natural Gas)	A natural gas fuel used in a clean engine technology.
COLA (Cost of Living Adjustment)	Cost of Living Adjustment (COLA) for inflation for employees.
Compact	Refers to interstate compact creating WMATA; this is a special type of contract or agreement between the three jurisdictions within which the organization operates.
Contingency Funds	Operating and capital funds reserved for unexpected expenditures during the fiscal year which were not addressed in the annual budget.
Cost Allocation	Refers to a process by which indirect or common costs are distributed to multiple cost objects (a job, task, or business unit) based on a prescribed basis or methodology. For example, overhead costs such as IT support are allocated to the transportation modes on a percentage basis.
DC Circulator	Refers to a bus route funded by the DC Government with support from Metro to take persons to Washington, DC's premier cultural, shopping, dining, and business destinations.
Development and Evaluation	An initial investment into the planning, development and evaluation of potential or proposed capital projects to determine whether a project is viable and should be pursued.
Deadhead	Refers to non-revenue time when a bus or train is not carrying revenue passengers, usually a trip from, to, or between lines, yards or garages. Usually this refers to bus or rail travel to or from the garage or yard to a terminus or station where revenue service begins or ends.
Deficit	Refers to an excess of Liabilities over Assets or Expenses over Revenue.
Department	A major organizational unit that has overall responsibility for an operation or a group of operations within a functional area.
DGM (Deputy General Manager)	An executive who reports directly to the General Manager.



Diesel Fuel	Fuel composed of petroleum distillates that have a boiling point and specific gravity higher than gasoline.
Division	Refers to a garage and yard facility where buses are stored, maintained, and dispatched into service.
Fairfax Connector	The bus system that runs seven days a week with service throughout Fairfax County, Virginia and to Metrorail stations on the Orange, Blue and Yellow lines, including the Pentagon.
Fare box recovery ratio	Refers to the ratio of passenger fares (including inter-agency agreements related to fares) to total operating costs.
Farecard	Refers to a paper pass used to ride Metrorail or Metrobus. Paper farecards are no longer accepted, by bus or at rail faregates (as of March 2016).
Four-point Securement System	Refers to an onboard securement system for wheelchairs, three-wheel and four-wheel scooters. The system incorporates four seatbelt type straps that attach to the frame of a mobility device as a way to keep it from moving or rolling while on the bus.
FTA (Federal Transit Administration)	A federal administration within the U.S. Department of Transportation. The FTA provides stewardship of combined formula and discretionary programs to support a variety of locally planned, constructed, and operated public transportation systems throughout the United States.
GAAP (Generally Accepted Accounting Principles)	Accounting standards, revised periodically, to which both private and public organizations within the United States are expected to conform.
GM/CEO (General Manager/Chief Executive Officer)	The General Manager and Chief Executive Officer of Metro who reports directly to the Board.
Head Sign	Refers to the sign above the front windshield of a bus describing the line number or letter, its line name, and destination.
Headway (Frequency)	Refers to time intervals between vehicles moving in the same direction on a particular route. Headway can change on a line during the day as rider demand changes.



JCC (<i>Jurisdictional Coordinating Committee</i>)	The staff members from the jurisdictions supporting Metro. The JCC was established by the Board of Directors to facilitate the exchange of information between jurisdictions and WMATA.
Kiss and Ride	Refers to an area within a station where commuters are driven by private car and dropped off to board Metrobus or Metrorail.
Kneeling Bus <i>Also see Passenger lift</i>	Refers to a feature on buses that lowers the floor to the curb or to near-curb level to make it easier for passengers to board, especially for seniors and persons with disabilities.
KPI (<i>Key Performance Indicator</i>)	KPI's are Key Performance Indicators that measure long term progress in the strategic areas of safety, security, service reliability and customer satisfaction.
Layover Time <i>Also known as Spot time</i>	Refers to time built into a schedule between arrival and departure for bus drivers to rest; minimum times are set by union contract. Layovers normally occur at each end of a route to allow for a driver's break and schedule recovery, but they may be scheduled at other points to allow for timed transfer connections.
Liability	A debt or legal obligation arising from transactions in the past which must be liquidated, renewed or refunded at a future date.
Linked/Unlinked trip	An unlinked trip is a passenger trip taken on a single vehicle, such as a single bus ride. Metrorail reports ridership as linked trips. A linked trip is counted every time a customer enters through a fare gate. For example, where a customer transfers between two trains to complete their travel one trip is counted.
Loop	Refers to a portion of a bus line where the driver operates a segment in one direction only. Passengers may only board on one side of the loop. Loops are sometimes required due to lack of pavement accessibility, or when no off street turn-around is available.
Loudoun County Transit	The weekday bus service from Loudoun County, Virginia to Washington, DC, the Pentagon and Rosslyn from stops in Purcellville, Hamilton, Leesburg and Sterling. A reverse commute bus service is provided from West Falls Church to Loudoun County.
MAP-21	Moving ahead for Progress in the 21 st Century Act, enacted in July 2012, governs federal surface transportation spending.
MARC (<i>Maryland Area Regional Commuter</i>)	A commuter rail system whose service areas include Harford County, Maryland; Baltimore City; Washington, DC; Brunswick, Maryland; Frederick, Maryland and Martinsburg, West Virginia.



Metro	The Washington Metropolitan Area Transit Authority.
MetroAccess	The operating unit of Metro that offers service for eligible people with disabilities who are unable to use regular accessible Metrorail, Metrobus and local bus service (fixed route). Federal civil rights legislation passed in 1990 that requires public transportation services to be accessible to, and usable by, persons with disabilities.
Metrobus	The operating unit of Metro that provides regional and non-regional bus services.
Metrorail	The operating unit of Metro that provides heavy rail service (subway, aerial and surface) and 91 passenger stations.
Modified Accrual Basis cash-	An accounting method that combines accrual-basis accounting with basis accounting. Modified accrual accounting recognizes revenues when they become available and measurable and, with a few exceptions, recognizes expenditures when liabilities are incurred.
MTA (<i>Maryland Transit Administration</i>)	Refers to the bus, light rail, and subway services in Maryland. MTA also operates the MARC train service.
Multimodal	Refers to the availability of multiple transportation options, especially within a system or corridor. A multimodal approach to transportation planning focuses on the most efficient way of getting people or goods from place to place by means other than privately owned vehicles; by bus, trolley, light rail, streetcar, cable car, and/or ferry systems.
NextBus	Refers to the application that uses satellite technology for Metrobus locations to track the arrival times for bus operators and customers.
NTSB (<i>National Transportation Safety Board</i>)	NTSB is an independent federal agency charged with determining the probable cause of transportation accidents, promoting transportation safety, and assisting victims of transportation accidents and their families.
OCC (<i>Operations Control Center</i>)	The operations center that facilitates monitoring and communications for Metrorail operations.
Office	An organizational unit that falls under the structure of a department.



Paratransit	Refers to scheduled service for people who cannot use regular fixed-route bus service. MetroAccess uses vans and sedans to provide this service in the Washington Metropolitan area.
Park and Ride	Refers to the parking facility available for riders at Metrorail stations.
Passenger Lift <i>Also see Kneeling bus</i>	A mechanical device, either a lift or ramp, that allows wheelchair or scooter users, as well as other mobility-impaired passengers, to board a bus without climbing the steps.
Peak Service	Refers to weekday a.m. and p.m. service during commute hours that carries a maximum number of passengers. For Metrorail, peak hours are defined as the time between opening and 9:30 AM in the morning, and between 3 PM and 7 PM at night.
Personnel Expenses	Refers to expenditure in the operating budget for salaries and wages paid for services performed by Metro employees as well as fringe benefits costs associated with their employment.
PIDS <i>(Passenger Information Display System)</i>	Refers to signs located on each platform and mezzanine of every rail station to provide information to customers including next train's scheduled time of arrival, service delays, elevator outages, and free shuttle arrangements when elevators are out of service.
Platform Hours	The total scheduled time a bus spends from pull-out to pull-in at the division. Platform hours are used as a benchmark to calculate the efficiency of service by comparing "pay to platform" hours.
Programmed Reader	A machine that is attached to the fare gate/fare box where magnetic fare media can be read on Metrorail and Metrobus.
Approved Budget	Refers to the budget prepared with preliminary estimates by the GM/CEO for the consideration of the WMATA Board.
RAC <i>(Riders' Advisory Council)</i>	A committee established by the WMATA Board. The council allows Metro customers an unprecedented level of input on bus, rail and paratransit service. The 21-member council includes six representatives from Maryland, Virginia, and the District of Columbia, two at-large members, and the chair of Metro's Accessibility Advisory Committee.
Revenue	An increase in fund assets from operational activity such as passenger fares, parking and advertising.
Revenue Bonds	A bond on which debt service is payable solely from a restricted revenue source.



Revenue Hours <i>Also known as Revenue Service</i>	Refers to all scheduled time bus/rail spends serving passengers, which can also be defined as platform hours minus deadhead and layover time.
Revenue Passengers	Refers to passengers who enter the system through the payment of a fare.
Revenue trip <i>Also see Linked/Unlinked trip</i>	Refers to any linked or unlinked trip that generates revenue by cash payment, use of a pass, and/or any other means of payment.
Ride-On	Refers to Montgomery County regional bus transit system in Maryland.
Round Trip <i>(Also known as a cycle)</i>	Refers to one inbound, plus one outbound trip (unless a loop route), equals one round trip or cycle.
Slinky bus <i>(Also see Articulated bus)</i>	Refers to a nickname used by passengers for an articulated bus.
SmartStudent Pass	A monthly pass for unlimited travel on Metrobus and Metrorail for students under 19 years of age who live and attend school in the District of Columbia.
SmartTrip [®]	Refers to a technology built and designed by Cubic Transportation Systems, Inc., a subsidiary of San Diego-based Cubic Corporation to add and deduct value from an electronically encoded card when a rider passes the card near a programmed reader on Metrobus and at fare gates on Metrorail.
Strategic Buses	Refers to spare buses available for service in the event that a bus in route is taken out of service.
Subsidy	Refers to funding received from jurisdictional funding partners in the Washington Metropolitan area consisting of Washington, DC, suburban Maryland (Montgomery County and Prince George's County) and Northern Virginia counties of Arlington and Fairfax and the Cities of Alexandria, Fairfax and Falls Church.
TheBus	Prince George's County, Maryland local bus service.
TOC <i>(Tristate Oversight Committee)</i>	The Tri-State Oversight Committee is a partnership between state-level agencies in Maryland, Virginia and the District of Columbia to jointly oversee safety and security at the Washington, DC Metrorail system. FTA assumed Metrorail system oversight from the TOC in October 2015.
Transit Advertising	Refers to ads posted on the exterior and interior of buses and rail cars.



Tripper	A short piece of work (usually on a bus, but sometimes on a train) not long enough to qualify as complete run or full day's work. May involve vehicles from one line or route being re-routed to serve another.
Trunk Line	A route operating along a major corridor that carries a large number of passengers and operates at headway frequencies of 15 minutes or less.
TSI (<i>Transportation Safety Institute</i>)	A Federal Transit Administration-sponsored institute that conducts a full range of training programs in rail and bus safety and accident investigation.
VRE (<i>Virginia Railway Express</i>)	The commuter rail service that connects the Northern Virginia suburbs to Union Station in Washington, DC, via two lines: the Fredericksburg Line from Spotsylvania, Virginia, and the Manassas Line from Broad Run/ Airport station in Bristow, Virginia
WMATA (<i>Washington Metropolitan Area Transit Authority</i>)	The acronym used for Washington Metropolitan Area Transit Authority serving the Washington Metropolitan area which consists of Washington, DC, suburban Maryland (Montgomery County and Prince George's County) and Northern Virginia counties of Arlington and Fairfax and the cities of Alexandria, Fairfax and Falls Church; and scheduled for expansion into Loudoun County in the near term Also known as Metro.



APPENDIX C GLOSSARY OF ACRONYMS & ABBREVIATIONS

A

A&E	Architecture and Engineering
AA	Alternatives Analysis
AAI-CAF	(Spanish acronym) Manufacturer of the 5000 Series Rail Cars
AC	Alternating Current
ACI	Automatic Car Identification System
ADA	Americans with Disabilities Act
AFC	Automatic Fare Collection
AGT	Automated Guide-Way Transit
AIM	Advanced Information Management
AIT	Arts in Transit
AP	Accounts Payable
APS	Auxiliary Power Supply
APTA	American Public Transportation Association
ARS	Adopted Regional System
AST	Above-Ground Storage Tank
ATC	Automatic Train Control



ATO	Automated Train Operation
ATD	Advanced Technology Diesel
ATS	Automatic Transfer Switch
AVL	Automatic Vehicle Locator
AVR	Automatic Voltage Regulator
AWP	Annual Work Plan

B

B2G	Back2Good
BAFO	Best and Final Offer
BDA	Bi-Directional Amplifiers
BEAC	Budget Estimate at Completion
BOCC	Bus Operations Communication Center
BRT	Bus Rapid Transit

C

CAD	Computer-Aided Dispatch
CADD	Computer-Aided Design and Drafting
CAFE	Computer Authorization for Expenditure Workflow System
CAFR	Comprehensive Annual Financial Report
CAP	Certified Apprenticeship Program



CBA	Collective Bargaining Agreement
CCP	Communications Control Panel
CCTV	Closed-Circuit Television
CD	Calendar Days
CDR	Conceptual Design Review
CFA	Capital Funding Agreement
CIP	Capital Improvement Program
CIWS	Customer Information Web Services
CM	Construction Manager
CMAA	Construction Management Association of America
CMAQ	Congestion Mitigation and Air Quality
CMC	Construction Management Consultant
CMU	Concrete Masonry Unit
CNF	Capital Needs Forecast; Formerly Capital Needs Inventory (CNI)
CNG	Compressed Natural Gas
COG	(Metropolitan Washington) Council of Governments
COLA	Cost of Living Adjustment
COTS	Commercial Off the Shelf
CPOS	Compact Point of Sale



CRCS	Comprehensive Radio Communications System
CSP	Construction Safety Program
CTB	(Virginia) Commonwealth Transportation Board
CTF	Carmen Turner Facility

D

D/B	Design/Build
D/B/B	Design/Bid/Build
DBE	Disadvantaged Business Enterprise
DBFM	Dynamic Brake Feedback Module
DCU	Door Control Unit
D&E	Development and Evaluation
DEIS	Draft Environmental Impact Statement
DPS	Drainage Pumping Station
DRB	Dispute Review Board
DRPT	(Virginia) Department of Rail and Public Transportation
DTP	Dulles Transit Partners, LLC

E

E&O	Errors and Omissions
EEO	Equal Employment Opportunity



EA	Environmental Assessment
EDADS	Enhanced Data Acquisition and Display System
EIS	Environmental Impact Statement
EMI	Engineering Modification Instructions or Electro-Magnetic Interference
EPA	Environmental Protection Agency
EPM	Enterprise Performance Management
ERRP	Emergency Rail Rehabilitation Program
ETEC	Emergency Tunnel Evacuation Carts
ETC	Estimate to Complete
EV	Earned Value

F

FAI	First Article Inspection
FAST	Fixing America's Surface Transportation Act
FCCI	First Car Configuration Inspection
FDR	Final Design Review
FEIS	Final Environmental Impact Statement
FFGA	Full Funding Grant Agreement
FFP	Firm-Fixed Price
FHWA	Federal Highway Administration



FIA	Fire and Intrusion Alarm
FICA	Federal Insurance Contributions Act
FMO	Financial Management Oversight
F/O	Fiber Optic
FRA	Federal Railroad Administration
FTE	Full Time Equivalent
FTA	Federal Transit Administration
FUA	First Unit Accepted

G

GAAP	Generally Accepted Accounting Principles
GAO	Government Accountability Office
GEC	General Engineering Consultant
GFOA	Government Finance Officers Association
GIS	Geographic Information System
GMP	Guaranteed Maximum Price
GOTRS	General Order Track Rights System
GPS	Global Positioning System

H

HCM	Human Capital Management
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HEDS	Hybrid Enterprise Document Management System
HEOP	Heavy Equipment Overhaul Program
HVAC	Heating, Ventilation, and Air Conditioning

I

IAM	Identity and Access Management
IAWP	Integrated Annual Work Plan
ICCA	Interim Capital Contributions Agreement
IFC	Issued for Construction
IFO	Integrated Finance Organization-Finance Project
IFP	Integrated Financial Plan
IGF	Internally Generated Funds
IRP	Infrastructure Renewal Program
ITS	Intelligent Transportation Systems

J

JARC	Job Access/Reverse Commute
JCC	Jurisdictional Coordinating Committee
JGB	Jackson Graham Building
JOC	Job Order Contracting Program
JV	Joint Venture



K

KMSRA Keeping Metro Safe, Reliable and Affordable

L

LBT Large Bore Tunnel

LD Liquidated Damages

LNTP Limited Notice to Proceed

LPA Locally Preferred Alternative

LRT Light Rail Transit

LRV Light Rail Vehicle

LUA Last Unit Accepted

M

MAP-21 Moving Ahead for Progress in the 21st Century Act

MARC Maryland Area Regional Commuter

MCC Motor Control Center

MDBD Mean Distance Between Delays

MDBF Mean Distance Between Failures

MDBS Mean Distance Between Service Interruptions

ME Month-End



METRO	Washington Metropolitan Area Transit Authority
MEAD	Metro Electronic Action Document
MIS	Major Investment Study
MMFA	Metro Matters Funding Agreement
MMMS	Material Maintenance and Management System
MMP	Metro Matters Program
MMU	Mobile Maintenance Unit
MOD	(Contract) Modification
MOS	Minimum Operable Segment
MPS	Master Program Schedule
MSRPH	Metrorail Safety Rules Procedures Handbook
MTA	Maryland Transit Administration
MTTR	Mean Time to Repair
MWAA	Metropolitan Washington Airports Authority
MWCOG	Metropolitan Washington Council of Governments

N

NCPC	National Capital Planning Commission
NEPA	National Environmental Policy Act
NSP	New Starts Project



NTSB National Transportation Safety Board

NTD National Transit Database

NTE Not to Exceed

NTI National Transit Institute

NTP Notice to Proceed

O

O&M Operating and Maintenance (Such As O&M Costs)

OCC Operations Control Center

ODC Other Direct Costs

OFS Order for Services

OTP On-Time Performance

OWS Oil Water System

P

PCI Payment Card Industry

PCO Pending (Or Proposed) Change Order

PDR Preliminary Design Review

PE Preliminary Engineering

P/I Policy Instruction

PIDS Passenger Information Display System



PLE	Parking Lot Equipment
PM	Project Manager
PMI	Project Management Institute
PMO	Project Management Oversight
PMOC	Project Management Oversight Contractor
PMP	Project Management Plan
PPE	Personal Protective Equipment

Q

QA	Quality Assurance
QC	Quality Control

R

RAC	Riders' Advisory Council
RCSC	Regional Customer Service Center
RE	Resident Engineer
RFP	Request for Proposal
RFQ	Request for Qualifications
RMS	Records Management System
ROCS	Rail Operations Computer System
ROW	Right of Way



RTU Remote Terminal Unit

S

S&I Service and Inspection

SBPO Small Business Programs Office

SCI Substantial Completion Inspections

SCM Department of Supply Chain Management

SCP Safety Certification Program

SCWG Safety Certification Working Group

SEP System Expansion Program

SEIP System Expansion and Improvement Program

SM Switch Machine

SMADS Station Monitor and Display System

SMS Safety Measurement System

SOC Station Operator's Console

SOS Scope of Service

SOW Scope of Work

SSOA State Safety Oversight Agency

SSPP System Safety Program Plan

SSPS System Safety Program Standards



SSWP Site Specific Work Plan

STOV Station Over-Run

T

TBS Tie Breaker Station

TC Train Control

TCR Train Control Room

RIFIA Transportation Infrastructure Finance & Innovation Act

TIIF Transportation Infrastructure Investment Fund

TIP Transportation Improvement Program

TNC Transportation Network Company

TOC Tristate Oversight Committee

TOD Transit Oriented Development

TPSG Traction Power Switch Gear

TPSS Traction Power Substation

TSI Transportation Safety Institute

TSP Transit Signal Priority

TUN Temporary User Notice

U

UPS Uninterrupted Power Supply



UST Under-Ground Storage Tank

V

VE Value Engineering

VMI Vendor Managed Inventory

VMS Vehicle Management/Monitoring System

VRE Virginia Railway Express

W

WBS Work Breakdown Structure

WMATA Washington Metropolitan Area Transit Authority

WMS Warehouse Management System

WMSC Washington Metrorail Safety Commission

Y

YE Year End

YOE Year of Expenditure

YTD Year to Date



CONTACT INFORMATION

Mail or in person:

Washington Metropolitan Area Transit Authority

600 Fifth Street, NW

Washington, DC 20001

To reach Metro headquarters at the Jackson Graham Building, take the Red, Green or Yellow lines to Gallery Pl-Chinatown station. Use the Arena exit. Walk two blocks east on F Street to 5th Street. Or, ride Metrobus routes D1, D3, D6, P6, X2, X9, 42, 70, 71, 74, or 80.

Website:

<http://www.wmata.com>

Email:

csvc@wmata.com

Customer assistance

Telephone:

Metro General Information

202-962-1234

Administrative offices and general information
Weekdays: 8:30 a.m. to 5:00 p.m.

Customer Relations

202-637-1328

Suggestions, commendations, comments

Customer Information

202-637-7000 (TTY 202-638-3780)

Metrobus and rail schedules, fares, parking, Bike 'N Ride program, and more

MetroAccess

301-562-5360 (TTY 301-588-7535) or

toll free at **800-523-7009** MetroAccess
Paratransit Service

Transit Police

202-962-2121



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