



WASHINGTON METROPOLITAN  
AREA TRANSIT AUTHORITY

# FY2023-FY2028

## Proposed Capital Improvement Program & 10-Year Plan



December 2021

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## TABLE OF CONTENTS

|   |     |
|---|-----|
| CAPITAL INVESTMENT STRATEGY .....                     | 5   |
| CAPITAL PROGRAM HIGHLIGHTS .....                      | 6   |
| CAPITAL PROGRAM DEVELOPMENT .....                     | 8   |
| CAPITAL PROGRAM FUNDING SOURCES .....                 | 9   |
| INFRASTRUCTURE INVESTMENT AND JOBS ACT .....          | 10  |
| 10-YEAR CAPITAL PLAN.....                             | 12  |
| CAPITAL IMPROVEMENT PROGRAM INVESTMENT PAGES.....     | 13  |
| HOW TO READ THE 10-YEAR CAPITAL PLAN.....             | 165 |
| 10-YEAR CAPITAL PLAN TABLES.....                      | 166 |
| APPENDIX A GLOSSARY OF TERMS .....                    | 214 |
| APPENDIX B GLOSSARY OF ACRONYMS & ABBREVIATIONS ..... | 221 |

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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,
- Foster equity in the identification of investments.

### ***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 and track rehabilitation; replacement of legacy railcars; and the Platform Improvement Program have reduced the backlog and improved performance and reliability and have started to address the impact of years of underinvestment.

Even with this notable effort, Metro has more work to do to continue the progress we have made in addition to catching 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.

In addition to the core priorities of safety and reliability, Metro considers policy and other factors in the development of the CIP, including sustainability; 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 made over the past six 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, and
- Detailed and timely capital program financial reporting for funding partners.



## CAPITAL PROGRAM HIGHLIGHTS

### ***Capital Improvement Program Highlights***

Metro's proposed \$12.4 billion FY2023-FY2028 CIP and \$2.3 billion FY2023 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 – Three More Priority Stations to be Completed
- Rehabilitation of Bridges & 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 Bus Divisions at Northern & Bladensburg & Planning for Western
- Investments in Northern & Bladensburg to enable them to run 100% electric vehicles
- Zero Emission Bus Program to Test and Evaluate Technology & Prepare for Larger Scale Deployment
- Rehabilitation of Four-Mile Run, Montgomery, and Landover Bus Divisions
- Bus Customer Facility Improvements – Bus Stops, Transit Centers and Customer Information Displays
- Roadway and Signal Improvements for Bus Priority (with jurisdictions)
- Replacement of Bus Fareboxes

#### ***MetroAccess***

- Lifecycle Replacement of Paratransit Vehicles
- Investment in a new paratransit scheduling system

#### ***Operations and Business Support***

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

- Consolidated Office Buildings in the District of Columbia, Maryland, and Virginia
- Facility Roof Replacement
- Information Technology Hardware & Software Replacement, System Preservation
- 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 begins on page 20 for the CIP and page 166 for the 10-Year Plan.



Six-Year CIP by Investment Category

| Capital Investment Categories (\$M)           | FY2023 Budget  | FY2024 Plan    | FY2025 Plan    | FY2026 Plan    | FY2027 Plan    | FY2028 Plan    | 6-Year Total    |
|---|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|
| Railcar & Railcar Facilities                  | \$303          | \$430          | \$507          | \$469          | \$403          | \$320          | <b>\$2,432</b>  |
| Rail Systems                                  | \$203          | \$327          | \$297          | \$297          | \$264          | \$262          | <b>\$1,651</b>  |
| Track & Structure Rehabilitation              | \$459          | \$276          | \$236          | \$235          | \$260          | \$292          | <b>\$1,758</b>  |
| Stations & Passenger Facilities               | \$525          | \$536          | \$378          | \$414          | \$414          | \$427          | <b>\$2,694</b>  |
| Bus, Bus Facilities & Paratransit             | \$441          | \$474          | \$437          | \$297          | \$303          | \$308          | <b>\$2,260</b>  |
| Business & Operations Support                 | \$380          | \$332          | \$231          | \$236          | \$205          | \$245          | <b>\$1,629</b>  |
| <b>Total Capital Investments</b>              | <b>\$2,311</b> | <b>\$2,374</b> | <b>\$2,087</b> | <b>\$1,949</b> | <b>\$1,850</b> | <b>\$1,853</b> | <b>\$12,425</b> |
| Revenue Loss from Capital Projects            | \$12           | \$10           | \$10           | \$10           | \$10           | \$10           | <b>\$62</b>     |
| Debt Service - Dedicated Funding <sup>1</sup> | \$101          | \$156          | \$229          | \$291          | \$348          | \$400          | <b>\$1,525</b>  |
| <b>Total Capital Program Cost</b>             | <b>\$2,425</b> | <b>\$2,540</b> | <b>\$2,326</b> | <b>\$2,250</b> | <b>\$2,208</b> | <b>\$2,263</b> | <b>\$14,012</b> |

<sup>1</sup> 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 start the process 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 11 details the FY2023 funding plan and six-year funding outlook.

### ***Passenger Rail Investment and Improvement Act (PRIIA) Funding***

PRIIA funding 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. These grants are subject to a 1% holdback for FTA administration.

The FY2023 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 FY2023 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. Due to the timing of the Budget proposal to the Board, the proposed CIP does not factor in the reauthorization of 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 \$343 million in FTA grants in Metro FY2023 and the six-year program assumes continued FTA funding adjusted for inflation.

### ***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 FY2023 budget assumes approximately \$949 million of dedicated funding backed 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 dedicated 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) for FY2022 to FY2027. FY2023 allocated contributions total \$285 million, 3 percent more than FY2022. 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.



## INFRASTRUCTURE INVESTMENT & JOBS ACT

Passage of the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Deal (BID), paves the way for increased investment in the Metro capital program. The Federal Transit Administration (FTA) anticipates that federal funding from the BID will create good-paying jobs and better accessibility to transportation through investment in transit. Funding provided through the BID will allow Metro to continue focusing on executing projects in a sustainable manner to provide safe, reliable, resilient, and equitable transit service for the District of Columbia, Virginia, and Maryland.

### ***Summary of Benefits***

The funding provided by the BID will help address capital needs across Metro to support a continued state of good repair of the system's priority assets and prevent the backlog of repairs from growing. Priority assets that may benefit from the boost in transit funding include tunnels, bridges, passenger station and bus facilities, train signaling, and power infrastructure. Key

immediate investment examples include the rehabilitation of the underground tunnel structure outside L'Enfant Plaza, train power infrastructure renewal, bus traffic signal prioritization equipment installation, and rehabilitation of stations and aerial structures in need of repair.

Metro also has long-term transformative investments in the pipeline that will prepare the system for the future and modernize the rail, bus and paratransit fleets with more reliable and improved railcars and zero-emission buses and vehicles. Long-term investments include facility and infrastructure upgrades over the coming years to support the introduction of zero emission buses and vehicles; implementation of next generation train control; station access and capacity improvements; and railyard modernization.

### ***Future Updates to Budget and CIP***

Metro presented its proposed FY2023 Budget and CIP to the Finance and Capital Committee of the Board prior to the passage of the BID. Metro will revisit and update these documents as appropriate as more information becomes available.





**FY2023 Funding Plan and Six-Year Outlook**

|  | FY2023<br>Budget | FY2024<br>Plan | FY2025<br>Plan | FY2026<br>Plan | FY2027<br>Plan | FY2028<br>Plan | 6 Year<br>Total |
|--|------------------|----------------|----------------|----------------|----------------|----------------|-----------------|
| <b>Federal Funding</b>                         |                  |                |                |                |                |                |                 |
| Federal Formula Programs                       | \$331            | \$340          | \$347          | \$356          | \$363          | \$370          | \$2,108         |
| Federal PRIIA                                  | \$149            | \$0            | \$0            | \$0            | \$0            | \$0            | \$149           |
| Other Federal Grants                           | \$12             | \$11           | \$4            | \$5            | \$6            | \$5            | \$42            |
| <b>Total - Federal Grants</b>                  | <b>\$491</b>     | <b>\$351</b>   | <b>\$351</b>   | <b>\$360</b>   | <b>\$369</b>   | <b>\$375</b>   | <b>\$2,298</b>  |
| <b>State &amp; Local Funding Contributions</b> |                  |                |                |                |                |                |                 |
| <b>District of Columbia</b>                    |                  |                |                |                |                |                |                 |
| Formula Match & System Performance             | \$102            | \$106          | \$108          | \$109          | \$112          | \$116          | \$652           |
| PRIIA  | \$50             | \$50           | \$50           | \$50           | \$50           | \$50           | \$297           |
| Dedicated Funding                              | \$179            | \$179          | \$179          | \$179          | \$179          | \$179          | \$1,071         |
| <b>Subtotal - District of Columbia</b>         | <b>\$330</b>     | <b>\$334</b>   | <b>\$336</b>   | <b>\$337</b>   | <b>\$340</b>   | <b>\$344</b>   | <b>\$2,020</b>  |
| <b>State of Maryland</b>                       |                  |                |                |                |                |                |                 |
| Montgomery County                              | \$48             | \$49           | \$51           | \$53           | \$55           | \$56           | \$313           |
| Prince George's County                         | \$49             | \$50           | \$51           | \$52           | \$54           | \$56           | \$312           |
| Maryland PRIIA                                 | \$50             | \$50           | \$50           | \$50           | \$50           | \$50           | \$297           |
| Maryland Dedicated Funding                     | \$167            | \$167          | \$167          | \$167          | \$167          | \$167          | \$1,002         |
| <b>Subtotal - Maryland</b>                     | <b>\$313</b>     | <b>\$316</b>   | <b>\$319</b>   | <b>\$322</b>   | <b>\$325</b>   | <b>\$329</b>   | <b>\$1,924</b>  |
| <b>Commonwealth of Virginia</b>                |                  |                |                |                |                |                |                 |
| City of Alexandria                             | \$13             | \$13           | \$14           | \$14           | \$15           | \$15           | \$84            |
| Arlington County                               | \$24             | \$24           | \$25           | \$26           | \$27           | \$28           | \$155           |
| City of Fairfax                                | \$1              | \$1            | \$1            | \$1            | \$1            | \$1            | \$5             |
| Fairfax County                                 | \$42             | \$43           | \$45           | \$47           | \$49           | \$50           | \$276           |
| City of Falls Church                           | \$1              | \$1            | \$1            | \$1            | \$1            | \$1            | \$5             |
| Loudoun County                                 | \$6              | \$6            | \$6            | \$7            | \$7            | \$7            | \$40            |
| Virginia PRIIA                                 | \$50             | \$50           | \$50           | \$50           | \$50           | \$50           | \$297           |
| Virginia Dedicated Funding - Unrestricted      | \$123            | \$123          | \$123          | \$123          | \$123          | \$123          | \$737           |
| Virginia Dedicated Funding - Restricted        | \$32             | \$32           | \$32           | \$32           | \$32           | \$32           | \$190           |
| Congestion Mitigation and Air Quality (CMAQ)   | \$1              | \$1            | \$1            | \$1            | \$0            | \$0            | \$3             |
| <b>Subtotal - Virginia</b>                     | <b>\$291</b>     | <b>\$292</b>   | <b>\$297</b>   | <b>\$301</b>   | <b>\$304</b>   | <b>\$306</b>   | <b>\$1,791</b>  |
| Jurisdiction Planning Projects                 | \$3              | \$3            | \$3            | \$3            | \$3            | \$3            | \$18            |
| Silver Line (MWAA)                             | \$10             | \$0            | \$0            | \$0            | \$32           | \$0            | \$42            |
| Potomac Yard (Alexandria)                      | \$32             | \$19           | \$0            | \$0            | \$0            | \$0            | \$52            |
| Purple Line (MDOT)                             | \$5              | \$0            | \$0            | \$0            | \$0            | \$22           | \$27            |
| <b>Subtotal - Jurisdictional Reimbursable</b>  | <b>\$50</b>      | <b>\$22</b>    | <b>\$3</b>     | <b>\$3</b>     | <b>\$35</b>    | <b>\$25</b>    | <b>\$138</b>    |
| <b>Total - State &amp; Local</b>               | <b>\$984</b>     | <b>\$965</b>   | <b>\$954</b>   | <b>\$963</b>   | <b>\$1,004</b> | <b>\$1,003</b> | <b>\$5,874</b>  |
| <b>Debt</b>                                    | <b>\$949</b>     | <b>\$1,225</b> | <b>\$1,021</b> | <b>\$926</b>   | <b>\$835</b>   | <b>\$885</b>   | <b>\$5,840</b>  |
| <b>Grand Total Funding <sup>2</sup></b>        | <b>\$2,425</b>   | <b>\$2,540</b> | <b>\$2,326</b> | <b>\$2,250</b> | <b>\$2,208</b> | <b>\$2,263</b> | <b>\$14,012</b> |

2 - 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 FY2023



## 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 continue,
- 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. Investments to enable Northern and Bladensburg Bus Divisions to run 100% electric vehicles is planned in the six-year. However, a large-scale deployment will require substantial investment in the 10-year and beyond.

***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 additional 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. Targeted access and circulation investments at problematic mezzanines is planned in the six-year. However, more expansive 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.

***Water Mitigation*** – Metro has dealt with water infiltration in its underground structures since the system was constructed. The results of water intrusion have negatively impacted rail operations and caused damage that has led to incidents impacting our customers. Metro is working on a pilot to mitigate leaks in tunnels in the areas of greatest risk. If the pilot is successful, Metro will implement systemwide to help prevent water infiltration in the system.

A detailed listing of initiatives and potential future investments in Metro's 10-Year Capital Plan begins on page 166.





## 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 FY2023. 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 15 are groups of CIP Projects and Programs by investment category. The CIP investment pages that begin on page 20 are in sequential numerical order.

## How to Read CIP Investment Page

### Station Platform Rehabilitation - Phase 4 (CIP0310)

- 1 **Initiative Type:** Project  
**Category:** Stations and Passenger Facilities  
**Location:** Systemwide
- Mode:** Rail  
**Program:** Platforms & Structures  
**Federal Participation (all years):** Yes

#### 2 Description

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



#### 3 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.

#### 7 Strategic Drivers



Safety



Security



Reliability/SGR

#### 4 Near Term Deliverables

Metro will begin construction at five stations on the Orange Line (Minnesota Ave. to New Carrollton) during a summer shutdown (approximately Memorial Day 2022 to Labor Day 2022). Work will encompass approximately 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.

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

| FY23 Funding Source(s) | (\$M)   |
|------------------------|---------|
| Federal Grants         | \$0.0   |
| PRIIA/RSI Grants       | \$133.4 |
| System Performance     | \$0.0   |
| Dedicated Funding      | \$0.0   |
| Reimbursable           | \$0.0   |
| Debt                   | \$72.0  |

#### 8 Cost (\$M)

| Investments                           | (\$M)   |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY22) | \$0.0   |
| FY22 Forecast                         | \$165.2 |
| Planned Investments                   | (\$M)   |
| FY23                                  | \$205.4 |
| FY24                                  | \$65.4  |
| FY25                                  | \$0.0   |
| FY26                                  | \$0.0   |
| FY27                                  | \$0.0   |
| FY28                                  | \$0.0   |
| 6-Year Total (FY23-FY28)              | \$270.8 |
| 10-Year Total (FY23-FY32)             | \$436.0 |
| Beyond FY32                           | \$0.0   |
| Total Estimated Investment            | \$601.4 |

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



*CIP Investment Pages*

| Project/Project #  | Project Name  |
|--|---|
| <b>Investment Category: Railcar and Railcar Facilities</b> |   |
| <b>Acquisition</b>   |   |
| 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                        |
| <b>Maintenance Facilities</b>                              |   |
| CIP0204  | Railcar Rooftop Access Platform                     |
| CIP0225  | Heavy Repair and Overhaul Facility                  |
| CIP0279  | Railyard Shop Equipment Replacement                 |
| CIP0283  | Railcar Maintenance Facilities State of Good Repair |
| CIP0284  | Railyard Facility and Site Rehabilitation           |
| CIP8005  | D&E Rail Yard Improvements                          |
| <b>Maintenance/Overhaul</b>                                |   |
| CIP0063  | Rail Vehicle Scheduled Maintenance Program          |
| CIP0067  | Rail Vehicle Safety & Reliability Improvements      |
| CIP0142  | Rail Vehicle Preventive Maintenance                 |
| CIP8003  | D&E Railcar Maintenance/Overhaul                    |
| <b>Investment Category: Rail Systems</b>                   |   |
| <b>Power</b>   |   |
| CIP0076  | Rail System Power Upgrades                          |
| CIP0253  | Traction Power State of Good Repair                 |
| CIP0286  | Power Generator Replacement                         |
| CIP8007  | D&E Electrical Improvements                         |
| CIP8008  | Future Traction Power Projects                      |
| <b>Signals &amp; Communications</b>                        |   |
| 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         |
| CIP0332  | Fiber Optic Cable Installation                      |
| CIP8010  | Future Signals and Communications Improvements      |



| Project/Project #   | Project Name   |
|---|--|
| <b>Investment Category: Track and Structures Rehabilitation</b> |  |
| <b>Fixed Rail</b>   |  |
| CIP0024   | Track Rehabilitation Program                         |
| CIP0025   | Roadway Equipment and Vehicle Program                |
| CIP0246   | General Engineering                                  |
| CIP0247   | Emergency Construction and Emerging Needs Program    |
| CIP8011   | D&E Fixed Rail Improvements                          |
| <b>Structures</b>   |  |
| CIP0262   | Tunnel Water Leak Mitigation                         |
| CIP0291   | Tunnel Ventilation Improvements                      |
| CIP0294   | Bridge Rehabilitation Program                        |
| CIP0348   | Structural Rehabilitation - Package A                |
| CIP0349   | Yellow Line Tunnel and Bridge Rehabilitation         |
| CIP0356   | Tunnel Ventilation Improvements - Red Line Pilot     |
| CIP0370   | Structural Rehabilitation – Package B                |
| CIP8013   | D&E Track Structures Improvements                    |
| CIP8014   | Future Track and Structures Improvements             |
| <b>Investment Category: Stations and Passenger Facilities</b>   |  |
| <b>Platforms &amp; Structures</b>                               |  |
| 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 Demolition         |
| CIP0305   | Rail Passenger Facility State of Good Repair Program |
| CIP0308   | Station Platform Rehabilitation - Phase 3            |
| CIP0310   | Station Platform Rehabilitation - Phase 4            |
| CIP0352   | Rail Station Platform Canopy Rehabilitation Program  |
| CIP8015   | D&E Rail Station Improvements                        |
| CIP8016   | Future Platforms & Structures                        |
| CRB0013   | Potomac Yard Station Construction                    |
| CRB0020   | Silver Line Phase 2 Construction Support             |



| Project/Project #   | Project Name  |
|---|---|
| CRB0127   | Purple Line Construction Support                                    |
| <b>Station Systems</b>  |   |
| CIP0145   | Facility Security Monitoring Equipment Program                      |
| CIP0151   | Rail Station Cooling Rehabilitation Program                         |
| CIP0219   | Rail Station Lighting Improvements                                  |
| CIP0241   | Flood Resiliency Infrastructure Upgrades                            |
| CIP0242   | Rail System Drainage Rehabilitation Program                         |
| CIP0252   | Low Voltage Power State of Good Repair                              |
| CIP0255   | Fare Collection Modernization                                       |
| CIP0258   | Station and Tunnel Fire Alarm Rehabilitation                        |
| CIP0272   | Digital Display and Wayfinding Improvements                         |
| CIP0276   | Art in Transit and Station Commercialization Program                |
| CIP0341   | Rail System Standpipe Replacement Program                           |
| CIP0372   | Station Revitalization  |
| CIP8019   | D&E Passenger Facility Improvements                                 |
| <b>Vertical Transportation</b>                                  |   |
| CIP0072   | Elevator Rehabilitation Program                                     |
| CIP0073   | Escalator Rehabilitation Program                                    |
| CIP0132   | Escalator and Elevator Overhaul Program                             |
| CIP0185   | Escalator Replacement   |
| <b>Investment Category: Bus, Bus Facilities and Paratransit</b> |   |
| <b>Acquisition</b>  |   |
| CIP0006   | Bus Fleet Acquisition Program                                       |
| CIP0015   | MetroAccess Fleet Acquisition                                       |
| CIP0355   | Zero Emission Bus Acquisition and Evaluation                        |
| CIP8021   | D&E Bus & Paratransit Improvements                                  |
| CIP8022   | Future Bus & Paratransit  |
| <b>Maintenance Facilities</b>                                   |   |
| CIP0311   | Bladensburg Bus Garage Replacement                                  |
| CIP0312   | Four Mile Run Bus Garage Rehabilitation                             |
| CIP0315   | Northern Bus Garage Replacement                                     |
| CIP8025   | D&E Bus Maintenance Facility Improvements                           |
| CIP8026   | Future Bus Maintenance Facilities                                   |
| CIP0002   | Bus Onboard Location Equipment and Software Program                 |
| CIP0004   | Bus Maintenance Facility and Equipment State of Good Repair Program |



| Project/Project #   | Project Name   |
|---|--|
| CIP0005   | Bus Vehicle Rehabilitation Program                           |
| CIP0007   | Bus Closed Circuit Television Replacement Program            |
| CIP0143   | Bus Vehicle Preventive Maintenance                           |
| CIP8024   | Future Bus Maintenance Overhaul Project                      |
| <b>Passenger Facilities/Systems</b>                           |  |
| 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                           |
| CIP8027   | D&E Bus Passenger Facility Improvements                      |
| <b>Investment Category: Business &amp; Operations Support</b> |  |
| <b>Information Technology</b>                                 |  |
| CIP0042   | Asset Management Software Improvements                       |
| CIP0043   | Bus and Rail Scheduling and Operations Software Improvements |
| 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            |
| CIP0342   | Information Technology Hardware State of Good Repair         |
| CIP0354   | ePerformance and eCompensation Upgrades                      |
| CIP0357   | Cybersecurity Legacy Software Improvements                   |
| CIP0358   | Business Systems State of Good Repair                        |
| CIP0359   | Enterprise Technology Platforms State of Good Repair         |
| CIP0360   | Transit Systems State of Good Repair                         |
| CIP0361   | Service Oriented Architecture (SOA) Program                  |
| CIP0363   | Cyber Security   |
| CIP8029   | D&E Information Technology Improvements                      |
| CIP8030   | Future Information Technology Projects                       |
| <b>MTPD</b>   |  |
| CIP0102   | Police District III Substation                               |
| CIP0127   | Transit Police Support Equipment                             |
| CIP8032   | Future Metro Transit Police Projects                         |





| Project/Project #                 | Project Name                                   |
|-----------------------------------|--|
| <b>Support Equipment/Services</b> |  |
| CIP0009                           | Service Vehicle Acquisition Program            |
| CIP0010                           | Environmental Compliance Program               |
| 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              |
| CIP0150                           | Support Facility Fire System Rehabilitation    |
| CIP0170                           | Facility Roof Rehabilitation and Replacement   |
| CIP0197                           | Support Facility Improvements                  |
| CIP0212                           | Sustainability/Resiliency Program              |
| CIP0213                           | Capital Program Development Support            |
| CIP0231                           | Good Luck Road Facility                        |
| CIP0270                           | Capital Delivery Program Support               |
| CIP0273                           | Support Facility Rehabilitation                |
| CIP0277                           | Supply Chain Modernization                     |
| CIP0324                           | Capital Program Financial Support              |
| CIP0335                           | Office Consolidation - District of Columbia    |
| CIP0337                           | Office Consolidation - Virginia                |
| CIP0338                           | Office Consolidation - Maryland                |
| CIP0339                           | Rail Station Emergency Egress Improvements     |
| CIP0347                           | Accounting Capital Program Support             |
| CIP0371                           | West Falls Church Development                  |
| 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 [FY21 target  $\geq 7,000$  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.

## Near Term Deliverables

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

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$0.8  |
| Reimbursable           | \$0.0  |
| Debt                   | \$11.0 |

## Strategic Drivers



Safety



Security



Reliability/SGR

## Cost (\$M)

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$4.6  |
| Planned Investments       | (\$M)  |
| FY23                      | \$11.7 |
| FY24                      | \$14.7 |
| FY25                      | \$0.0  |
| FY26                      | \$0.0  |
| FY27                      | \$0.0  |
| FY28                      | \$0.0  |
| 6-Year Total (FY23-FY28)  | \$26.4 |
| 10-Year Total (FY23-FY32) | \$26.4 |
| Beyond FY32               | \$40.0 |



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

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

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

## Description

This program replaces existing equipment past 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 [FY21 target  $\geq 7,000$  miles between failures].

## Strategic Drivers



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)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$4.5 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$5.4  |
| Planned Investments       | (\$M)  |
| FY23                      | \$4.5  |
| FY24                      | \$4.6  |
| FY25                      | \$3.2  |
| FY26                      | \$2.6  |
| FY27                      | \$2.5  |
| FY28                      | \$23.5 |
| 6-Year Total (FY23-FY28)  | \$40.8 |
| 10-Year Total (FY23-FY32) | \$93.4 |
| Beyond FY32               | TBD    |

# 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 [FY21 target ≥7,000 miles between failures].

## Strategic Drivers



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)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$50.0 |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$26.5 |
| Reimbursable           | \$0.0  |
| Debt                   | \$0.0  |

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$73.5  |
| Planned Investments       | (\$M)   |
| FY23                      | \$76.5  |
| FY24                      | \$78.0  |
| FY25                      | \$73.8  |
| FY26                      | \$75.6  |
| FY27                      | \$77.4  |
| FY28                      | \$65.4  |
| 6-Year Total (FY23-FY28)  | \$446.6 |
| 10-Year Total (FY23-FY32) | \$728.3 |
| Beyond FY32               | TBD     |

# 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 articulated buses consistent with the Metrobus Fleet Management Plan. It also includes 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 [FY21 target  $\geq 7,000$  miles between failures]. Maintains an average fleet age of approximately 7.5 years.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will advance the scheduled acquisition of approximately 100 buses annually to replace the oldest and least reliable vehicles. In FY2023, Metro plans to acquire approximately 75 40-foot Clean Diesel buses, and approximately 25 40-foot Compressed Natural Gas (CNG) buses at end of useful life.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$60.1 |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$7.3  |
| Reimbursable           | \$0.0  |
| Debt                   | \$0.0  |

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$65.3  |
| Planned Investments       | (\$M)   |
| FY23                      | \$67.4  |
| FY24                      | \$75.5  |
| FY25                      | \$75.1  |
| FY26                      | \$75.5  |
| FY27                      | \$80.0  |
| FY28                      | \$80.0  |
| 6-Year Total (FY23-FY28)  | \$453.5 |
| 10-Year Total (FY23-FY32) | \$773.5 |
| Beyond FY32               | TBD     |

# 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 [FY21 target of ≤154 injuries], the bus system employee injury rate performance indicator [FY21 target of ≤11.2 per 100 employees], and the rate of crimes against passengers performance indicator [FY21 target of ≤840 crimes]

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

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

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$0.0  |
| Reimbursable           | \$0.0  |
| Debt                   | \$21.0 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$5.5  |
| Planned Investments       | (\$M)  |
| FY23                      | \$21.0 |
| FY24                      | \$0.0  |
| FY25                      | \$0.0  |
| FY26                      | \$0.0  |
| FY27                      | \$0.0  |
| FY28                      | \$0.0  |
| 6-Year Total (FY23-FY28)  | \$21.0 |
| 10-Year Total (FY23-FY32) | \$51.0 |
| Beyond FY32               | TBD    |



# Service Vehicle Acquisition Program (CIP0009)

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

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

## Description

This program acquires service and maintenance support vehicles, including police vehicles, primarily to replace vehicles that are past their useful life.



## Expected Outcome

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

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will replace approximately 232 service vehicles, including 15 MTPD service vehicles.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$0.0  |
| Reimbursable           | \$0.0  |
| Debt                   | \$13.5 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$12.4 |
| Planned Investments       | (\$M)  |
| FY23                      | \$13.5 |
| FY24                      | \$6.5  |
| FY25                      | \$6.5  |
| FY26                      | \$6.5  |
| FY27                      | \$6.5  |
| FY28                      | \$6.5  |
| 6-Year Total (FY23-FY28)  | \$46.0 |
| 10-Year Total (FY23-FY32) | \$72.0 |
| Beyond FY32               | TBD    |

# Environmental Compliance Program (CIP0010)

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

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

## Description

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



## Expected Outcome

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

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

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

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.1 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$7.4 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$4.6  |
| Planned Investments       | (\$M)  |
| FY23                      | \$7.4  |
| FY24                      | \$15.4 |
| FY25                      | \$8.2  |
| FY26                      | \$6.8  |
| FY27                      | \$6.1  |
| FY28                      | \$6.1  |
| 6-Year Total (FY23-FY28)  | \$50.0 |
| 10-Year Total (FY23-FY32) | \$60.4 |
| Beyond FY32               | TBD    |

# 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 fleet reliability metric [FY21 target  $\geq 20,000$  miles between failure]. Newer vehicles also incorporate updated ADA standards, customer feedback on improvements and improved fuel efficiency.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will purchase 200 vehicles. Metro will monitor and evaluate the performance of these vehicles to inform future decisions on the appropriate mix of vans and sedans.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$3.6  |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$0.0  |
| Reimbursable           | \$0.0  |
| Debt                   | \$14.8 |

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$20.2  |
| Planned Investments       | (\$M)   |
| FY23                      | \$18.4  |
| FY24                      | \$15.9  |
| FY25                      | \$12.0  |
| FY26                      | \$15.8  |
| FY27                      | \$15.8  |
| FY28                      | \$15.0  |
| 6-Year Total (FY23-FY28)  | \$93.0  |
| 10-Year Total (FY23-FY32) | \$153.0 |
| Beyond FY32               | TBD     |

# 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 [FY21 target ≤7.9% of track unavailable].

## Strategic Drivers



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 crossties, fasteners, grout pads, drains, insulators and switches.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$32.7 |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$9.4  |
| Dedicated Funding      | \$39.2 |
| Reimbursable           | \$0.0  |
| Debt                   | \$0.0  |

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$75.8  |
| Planned Investments       | (\$M)   |
| FY23                      | \$81.3  |
| FY24                      | \$83.9  |
| FY25                      | \$87.0  |
| FY26                      | \$89.5  |
| FY27                      | \$101.4 |
| FY28                      | \$103.7 |
| 6-Year Total (FY23-FY28)  | \$546.8 |
| 10-Year Total (FY23-FY32) | \$950.1 |
| Beyond FY32               | TBD     |



# Roadway Equipment and Vehicle Program (CIP0025)

**Initiative Type:** Program

**Category:** Track and Structures Rehabilitation

**Location:** Systemwide

**Mode:** Rail

**Program:** Fixed Rail

**Federal Participation (all years):** Yes

## Description

This program acquires roadway maintenance machines (RMM) used to maintain, repair, construct and inspect track and infrastructure across the system. This program replaces 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 program supports the efficient use of work time for track outages.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will take delivery of track maintenance equipment including prime movers, flat cars, and ballast cars.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$26.3 |
| Reimbursable           | \$0.0  |
| Debt                   | \$0.0  |

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$13.0  |
| Planned Investments       | (\$M)   |
| FY23                      | \$26.3  |
| FY24                      | \$38.7  |
| FY25                      | \$23.4  |
| FY26                      | \$14.2  |
| FY27                      | \$5.0   |
| FY28                      | \$2.9   |
| 6-Year Total (FY23-FY28)  | \$110.4 |
| 10-Year Total (FY23-FY32) | \$186.1 |
| Beyond FY32               | TBD     |

# 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):** TBD

## Description

This project will rehabilitate the revenue collection facility where Metro processes revenue and restore it to a state of good repair.



## Expected Outcome

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

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will continue to design facility improvements and begin construction.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$1.7 |

| Investments                           | (\$M)  |
|---------------------------------------|--------|
| Expenditure Life to Date (up to FY22) | \$3.6  |
| FY22 Forecast                         | \$0.0  |
| Planned Investments                   | (\$M)  |
| FY23                                  | \$1.7  |
| FY24                                  | \$3.7  |
| FY25                                  | \$2.1  |
| FY26                                  | \$3.4  |
| FY27                                  | \$0.0  |
| FY28                                  | \$0.0  |
| 6-Year Total (FY23-FY28)              | \$10.8 |
| 10-Year Total (FY23-FY32)             | \$10.8 |
| Beyond FY32                           | \$0.0  |
| Total Estimated Investment            | \$14.5 |

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

# 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 [FY21 target of ≤177 injuries] and the rate of crimes against passengers performance indicator [FY21 target of ≤840 crimes]. Supports the region's goals of reducing vehicle use by providing additional and updated options to access Metrorail facilities by foot or bicycle.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

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

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.6 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$2.9 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$2.1  |
| Planned Investments       | (\$M)  |
| FY23                      | \$3.6  |
| FY24                      | \$1.8  |
| FY25                      | \$0.8  |
| FY26                      | \$0.5  |
| FY27                      | \$1.0  |
| FY28                      | \$0.0  |
| 6-Year Total (FY23-FY28)  | \$7.6  |
| 10-Year Total (FY23-FY32) | \$37.6 |
| Beyond FY32               | TBD    |

# 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 program and project contracts.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

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

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$13.0 |
| Dedicated Funding      | \$0.0  |
| Reimbursable           | \$0.0  |
| Debt                   | \$0.0  |

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$9.5   |
| Planned Investments       | (\$M)   |
| FY23                      | \$13.0  |
| FY24                      | \$13.0  |
| FY25                      | \$13.0  |
| FY26                      | \$13.0  |
| FY27                      | \$13.0  |
| FY28                      | \$13.0  |
| 6-Year Total (FY23-FY28)  | \$78.0  |
| 10-Year Total (FY23-FY32) | \$130.0 |
| Beyond FY32               | TBD     |

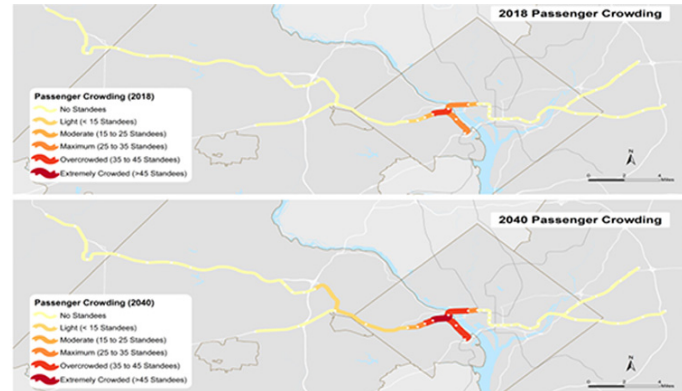
# System Planning and Development (CIP0039)

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

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

## Description

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



## Expected Outcome

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

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

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

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$4.2 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$3.6  |
| Planned Investments       | (\$M)  |
| FY23                      | \$4.2  |
| FY24                      | \$6.2  |
| FY25                      | \$3.5  |
| FY26                      | \$2.1  |
| FY27                      | \$1.7  |
| FY28                      | \$1.9  |
| 6-Year Total (FY23-FY28)  | \$19.6 |
| 10-Year Total (FY23-FY32) | \$27.1 |
| Beyond FY32               | TBD    |



# 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 asset management business practices and supports implementation of new software.



## Expected Outcome

Allows Metro to better maintain assets due to improved awareness of condition and more efficient tracking of assets throughout their lifecycle from initial procurement to disposal.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will continue decommissioning the legacy product lifecycle management (PLM) software and transition the functionality to an existing asset management system.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$1.0 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M) |
|---------------------------|-------|
| FY22 Forecast             | \$0.2 |
| Planned Investments       | (\$M) |
| FY23                      | \$1.0 |
| FY24                      | \$1.3 |
| FY25                      | \$0.0 |
| FY26                      | \$0.0 |
| FY27                      | \$0.0 |
| FY28                      | \$0.0 |
| 6-Year Total (FY23-FY28)  | \$2.3 |
| 10-Year Total (FY23-FY32) | \$2.3 |
| Beyond FY32               | TBD   |

# Bus and Rail Scheduling and Operations Software Improvements (CIP0043)

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

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

## Description

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



## Expected Outcome

Increase the flexibility and efficiency of creating revenue service schedules to meet the needs of customers while reducing costs associated with operating and maintaining the system.

## Strategic Drivers



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)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$5.1 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments                           | (\$M)  |
|---------------------------------------|--------|
| Expenditure Life to Date (up to FY22) | \$12.6 |
| FY22 Forecast                         | \$2.2  |
| Planned Investments                   | (\$M)  |
| FY23                                  | \$5.1  |
| FY24                                  | \$5.1  |
| FY25                                  | \$6.3  |
| FY26                                  | \$0.0  |
| FY27                                  | \$0.0  |
| FY28                                  | \$0.0  |
| 6-Year Total (FY23-FY28)              | \$16.4 |
| 10-Year Total (FY23-FY32)             | \$16.4 |
| Beyond FY32                           | \$0.0  |
| Total Estimated Investment            | \$31.2 |

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

# Rail Service Management Software Improvements (CIP0056)

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

**Mode:** Rail  
**Program:** IT  
**Federal Participation (all years):** 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 information to Metrorail customers and employees regarding train arrival schedules and service disruptions.

## Strategic Drivers



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)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.4 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$7.4 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$8.1  |
| Planned Investments       | (\$M)  |
| FY23                      | \$7.8  |
| FY24                      | \$0.0  |
| FY25                      | \$0.0  |
| FY26                      | \$0.0  |
| FY27                      | \$1.0  |
| FY28                      | \$2.0  |
| 6-Year Total (FY23-FY28)  | \$10.8 |
| 10-Year Total (FY23-FY32) | \$10.8 |
| Beyond FY32               | TBD    |



## 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 [FY21 ≥15,000 miles between failure]. In addition, new railcars reduce maintenance needs, and provides improved customer features.

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

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

### Cost (\$M)

| Investments                           | (\$M)     |
|---------------------------------------|-----------|
| Expenditure Life to Date (up to FY22) | \$42.8    |
| FY22 Forecast                         | \$42.9    |
| Planned Investments                   | (\$M)     |
| FY23                                  | \$47.3    |
| FY24                                  | \$119.9   |
| FY25                                  | \$181.9   |
| FY26                                  | \$180.0   |
| FY27                                  | \$101.3   |
| FY28                                  | \$66.0    |
| 6-Year Total (FY23-FY28)              | \$696.3   |
| 10-Year Total (FY23-FY32)             | \$2,016.4 |
| Beyond FY32                           | \$292.0   |
| Total Estimated Investment            | \$2,394.0 |

### Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$0.0  |
| Reimbursable           | \$0.0  |
| Debt                   | \$47.3 |

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

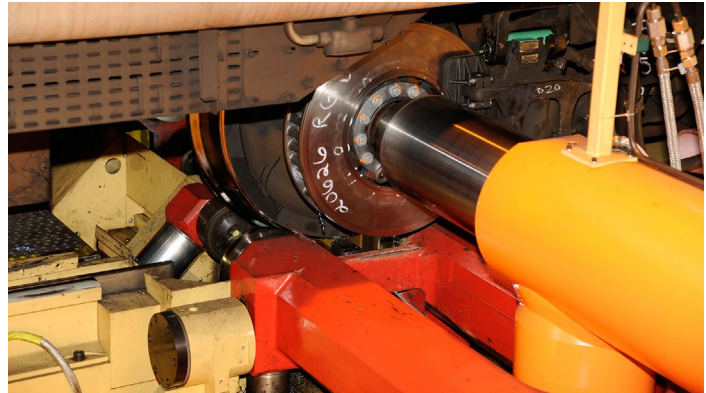
# Rail Vehicle Scheduled Maintenance Program (CIP0063)

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

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

## Description

This program will support scheduled 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 [FY21  $\geq$  15000 miles between failure] and the Metrorail customer injury rate performance indicator [FY21 target of  $\leq$ 177 injuries].

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will overhaul and conduct Scheduled Maintenance Programs (SMP) for 176 Railcars. The scheduled overhaul will include vehicles in the 2000, 3000, 6000 and 7000 Series of cars.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$43.9 |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$11.1 |
| Reimbursable           | \$0.0  |
| Debt                   | \$0.0  |

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$61.9  |
| Planned Investments       | (\$M)   |
| FY23                      | \$55.0  |
| FY24                      | \$71.9  |
| FY25                      | \$71.2  |
| FY26                      | \$72.6  |
| FY27                      | \$74.1  |
| FY28                      | \$73.1  |
| 6-Year Total (FY23-FY28)  | \$418.0 |
| 10-Year Total (FY23-FY32) | \$726.1 |
| Beyond FY32               | TBD     |

# 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):** No

## Description

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



## Expected Outcome

Improves and maintains the reliability of the railcar fleet as measured by the Rail Fleet Reliability performance indicator [FY21  $\geq$ 15,000 miles between failure].

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will continue to design and implement reliability improvements to the 7000 Series HVAC system while also testing the effectiveness and compatibility of higher MERV-rated filtration systems and possible alternatives on railcar fleet.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$2.8 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$4.0  |
| Planned Investments       | (\$M)  |
| FY23                      | \$2.8  |
| FY24                      | \$2.2  |
| FY25                      | \$2.2  |
| FY26                      | \$2.2  |
| FY27                      | \$2.2  |
| FY28                      | \$2.2  |
| 6-Year Total (FY23-FY28)  | \$13.8 |
| 10-Year Total (FY23-FY32) | \$22.6 |
| Beyond FY32               | TBD    |

# 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 [FY21 target ≥97%].

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

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

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$12.4 |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$0.0  |
| Reimbursable           | \$0.0  |
| Debt                   | \$0.0  |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$7.2  |
| Planned Investments       | (\$M)  |
| FY23                      | \$12.4 |
| FY24                      | \$8.5  |
| FY25                      | \$8.5  |
| FY26                      | \$8.5  |
| FY27                      | \$8.5  |
| FY28                      | \$8.5  |
| 6-Year Total (FY23-FY28)  | \$54.9 |
| 10-Year Total (FY23-FY32) | \$88.9 |
| Beyond FY32               | TBD    |



# 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 at Metrorail stations 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 [FY21 target  $\geq 92\%$ ].

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will rehabilitate approximately 24 units systemwide.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$16.0 |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$1.6  |
| Reimbursable           | \$0.0  |
| Debt                   | \$0.0  |

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$20.4  |
| Planned Investments       | (\$M)   |
| FY23                      | \$17.6  |
| FY24                      | \$22.6  |
| FY25                      | \$22.4  |
| FY26                      | \$18.7  |
| FY27                      | \$14.7  |
| FY28                      | \$12.9  |
| 6-Year Total (FY23-FY28)  | \$108.9 |
| 10-Year Total (FY23-FY32) | \$160.3 |
| Beyond FY32               | TBD     |



# 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 eight-car trains in revenue service to increase capacity, reduce crowding, and improve the riding experience for Metrorail customers.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

This project will conclude upgrades on various traction power substations and tie breaker stations included in the Blue Line contract and the Red/Orange/Green contract. All future traction power work efforts will be performed in CIP0253.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$0.0  |
| Reimbursable           | \$0.0  |
| Debt                   | \$15.9 |

| Investments                           | (\$M)   |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY22) | \$204.5 |
| FY22 Forecast                         | \$35.3  |
| Planned Investments                   | (\$M)   |
| FY23                                  | \$15.9  |
| FY24                                  | \$13.1  |
| FY25                                  | \$0.0   |
| FY26                                  | \$0.0   |
| FY27                                  | \$0.0   |
| FY28                                  | \$0.0   |
| 6-Year Total (FY23-FY28)              | \$28.9  |
| 10-Year Total (FY23-FY32)             | \$28.9  |
| Beyond FY32                           | \$0.0   |
| Total Estimated Investment            | \$268.7 |

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

# Station and Facility Restoration Program (CIP0087)

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

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

## Description

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



## Expected Outcome

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

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will provide station restoration for a minimum of 12 stations which will include concrete cleaning, masonry work, painting, and station signage. Restoration of locker rooms is also expected to begin in FY2023.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$3.1  |
| Reimbursable           | \$0.0  |
| Debt                   | \$11.8 |

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$13.0  |
| Planned Investments       | (\$M)   |
| FY23                      | \$14.9  |
| FY24                      | \$19.7  |
| FY25                      | \$17.6  |
| FY26                      | \$17.8  |
| FY27                      | \$18.1  |
| FY28                      | \$12.6  |
| 6-Year Total (FY23-FY28)  | \$100.7 |
| 10-Year Total (FY23-FY32) | \$153.6 |
| Beyond FY32               | TBD     |

# 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 [FY21 target  $\geq 92\%$ ]. Provides additional coverage for customers as they enter and exit the station.

## Strategic Drivers



## Near Term Deliverables

Metro will continue Phase 4 construction of station entrance canopies at selected stations, including Judiciary Square, Arlington Cemetery, Smithsonian, U Street, and Archives/Navy Memorial.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.2 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$7.2 |

| Investments                           | (\$M)  |
|---------------------------------------|--------|
| Expenditure Life to Date (up to FY22) | \$39.6 |
| FY22 Forecast                         | \$5.6  |
| Planned Investments                   | (\$M)  |
| FY23                                  | \$7.4  |
| FY24                                  | \$12.1 |
| FY25                                  | \$13.0 |
| FY26                                  | \$7.6  |
| FY27                                  | \$0.0  |
| FY28                                  | \$0.8  |
| 6-Year Total (FY23-FY28)              | \$40.9 |
| 10-Year Total (FY23-FY32)             | \$43.9 |
| Beyond FY32                           | \$0.0  |
| Total Estimated Investment            | \$89.1 |

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

# Joint Development Program Support (CIP0099)

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

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

## Description

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



## Expected Outcome

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

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

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

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$2.5 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$1.7  |
| Planned Investments       | (\$M)  |
| FY23                      | \$2.5  |
| FY24                      | \$1.7  |
| FY25                      | \$1.7  |
| FY26                      | \$1.7  |
| FY27                      | \$1.7  |
| FY28                      | \$1.7  |
| 6-Year Total (FY23-FY28)  | \$11.0 |
| 10-Year Total (FY23-FY32) | \$17.8 |
| Beyond FY32               | TBD    |



# 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

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

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$1.7 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$1.4  |
| Planned Investments       | (\$M)  |
| FY23                      | \$1.7  |
| FY24                      | \$1.2  |
| FY25                      | \$1.2  |
| FY26                      | \$1.2  |
| FY27                      | \$1.2  |
| FY28                      | \$1.2  |
| 6-Year Total (FY23-FY28)  | \$7.7  |
| 10-Year Total (FY23-FY32) | \$12.5 |
| Beyond FY32               | TBD    |



# Police District III Substation (CIP0102)

**Initiative Type:** Project  
**Category:** Business & Operations Support  
**Location:** Maryland

**Mode:** Systemwide  
**Program:** MTPD  
**Federal Participation (all years):** No

## Description

This project provides a permanent and dedicated transit police substation by renovating a former child care facility at Morgan Boulevard 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 [FY21 target of ≤177 customer injuries], the Metrobus customer injury rate performance indicator [FY21 target of ≤154 customer injuries] and the rate of crimes against passengers performance indicator [FY21 target of ≤840 crimes].

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will complete construction of a new police substation at the Morgan Boulevard Station in Maryland.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$1.6 |

| Investments                           | (\$M) |
|---------------------------------------|-------|
| Expenditure Life to Date (up to FY22) | \$1.1 |
| FY22 Forecast                         | \$4.6 |
| Planned Investments                   | (\$M) |
| FY23                                  | \$1.6 |
| FY24                                  | \$0.0 |
| FY25                                  | \$0.0 |
| FY26                                  | \$0.0 |
| FY27                                  | \$0.0 |
| FY28                                  | \$0.0 |
| 6-Year Total (FY23-FY28)              | \$1.6 |
| 10-Year Total (FY23-FY32)             | \$1.6 |
| Beyond FY32                           | \$0.0 |
| Total Estimated Investment            | \$7.4 |

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

# 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, and 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 [FY21 target of ≤177 injuries] and the Metrorail customer on-time performance indicator [FY21 target ≥88% on-time].

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

No planned deliverables in FY2023. The next phase of improvements is scheduled to begin in FY2027 and will address all station systems and customer improvements.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

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

| Investments                           | (\$M)  |
|---------------------------------------|--------|
| Expenditure Life to Date (up to FY22) | \$19.7 |
| FY22 Forecast                         | \$0.0  |
| Planned Investments                   | (\$M)  |
| FY23                                  | \$0.0  |
| FY24                                  | \$0.0  |
| FY25                                  | \$0.0  |
| FY26                                  | \$0.0  |
| FY27                                  | \$1.0  |
| FY28                                  | \$9.0  |
| 6-Year Total (FY23-FY28)              | \$10.0 |
| 10-Year Total (FY23-FY32)             | \$10.0 |
| Beyond FY32                           | \$0.0  |
| Total Estimated Investment            | \$29.7 |

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

# 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

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

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

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

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$1.2 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M) |
|---------------------------|-------|
| FY22 Forecast             | \$0.5 |
| Planned Investments       | (\$M) |
| FY23                      | \$1.2 |
| FY24                      | \$0.8 |
| FY25                      | \$1.2 |
| FY26                      | \$2.7 |
| FY27                      | \$0.7 |
| FY28                      | \$0.3 |
| 6-Year Total (FY23-FY28)  | \$6.8 |
| 10-Year Total (FY23-FY32) | \$9.6 |
| Beyond FY32               | TBD   |

# 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 borrowing to fund the capital program.

## Strategic Drivers



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)

## Anticipated Funding Sources (\$M)

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

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$0.6  |
| Planned Investments       | (\$M)  |
| FY23                      | \$0.6  |
| FY24                      | \$2.0  |
| FY25                      | \$2.0  |
| FY26                      | \$2.0  |
| FY27                      | \$2.0  |
| FY28                      | \$2.0  |
| 6-Year Total (FY23-FY28)  | \$10.6 |
| 10-Year Total (FY23-FY32) | \$18.6 |
| Beyond FY32               | TBD    |



# 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 [FY21 target  $\geq 97\%$ ] and the Escalator Availability key performance indicator [FY21 target  $\geq 92\%$ ].

## Strategic Drivers



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)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$11.6 |
| Reimbursable           | \$0.0  |
| Debt                   | \$0.0  |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$11.5 |
| Planned Investments       | (\$M)  |
| FY23                      | \$11.6 |
| FY24                      | \$6.6  |
| FY25                      | \$6.6  |
| FY26                      | \$6.6  |
| FY27                      | \$6.6  |
| FY28                      | \$6.6  |
| 6-Year Total (FY23-FY28)  | \$44.8 |
| 10-Year Total (FY23-FY32) | \$71.3 |
| Beyond FY32               | TBD    |



# Radio Infrastructure Replacement (CIP0136)

**Initiative Type:** Project  
**Category:** Rail Systems  
**Location:** Systemwide

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

## Description

This project replaces Metro's existing 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 option.

## Strategic Drivers



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)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$18.8 |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$1.6  |
| Reimbursable           | \$0.0  |
| Debt                   | \$14.7 |

| Investments                                     | (\$M)    |
|---|----------|
| Expenditure Life to Date (up to FY22)           | \$307.1  |
| FY22 Forecast                                   | \$46.8   |
| Planned Investments                             | (\$M)    |
| FY23  | \$35.0   |
| FY24  | \$56.5   |
| FY25  | \$0.3    |
| FY26  | \$0.3    |
| FY27  | \$0.3    |
| FY28  | \$0.0    |
| 6-Year Total (FY23-FY28)                        | \$92.6   |
| 10-Year Total (FY23-FY32)                       | \$92.6   |
| Beyond FY32                                     | \$0.0    |
| Total Estimated Investment                      | \$446.4  |
| Total Est. Investment Change from Prior         | \$-157.6 |
| Primary Reason: Part of scope moved to CIP0332. |          |

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

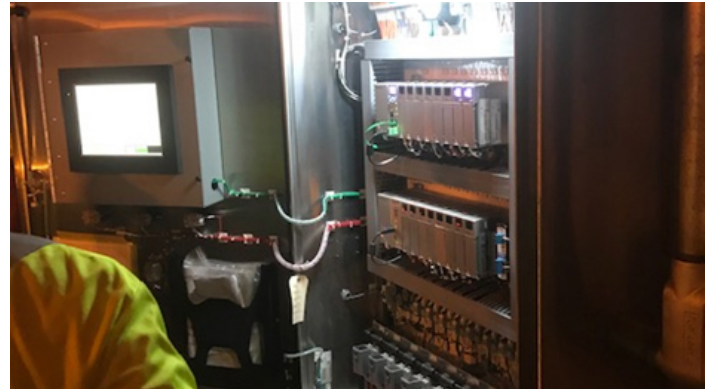
# Tunnel Fan Control Panels Replacement (CIP0139\_S9)

**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 Ventilation Control System Programmable Logic Controls (PLC) and supportive electric infrastructure as needed 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

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

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$1.8 |

| Investments                           | (\$M) |
|---------------------------------------|-------|
| Expenditure Life to Date (up to FY22) | \$0.0 |
| FY22 Forecast                         | \$0.2 |
| Planned Investments                   | (\$M) |
| FY23                                  | \$1.8 |
| FY24                                  | \$0.0 |
| FY25                                  | \$0.0 |
| FY26                                  | \$0.0 |
| FY27                                  | \$0.0 |
| FY28                                  | \$0.0 |
| 6-Year Total (FY23-FY28)              | \$1.8 |
| 10-Year Total (FY23-FY32)             | \$1.8 |
| Beyond FY32                           | \$0.0 |
| Total Estimated Investment            | \$2.0 |

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

# 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 [FY21 ≥15,000 miles between failure].

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

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

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$59.0 |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$0.0  |
| Reimbursable           | \$0.0  |
| Debt                   | \$0.0  |

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$59.0  |
| Planned Investments       | (\$M)   |
| FY23                      | \$59.0  |
| FY24                      | \$59.0  |
| FY25                      | \$59.0  |
| FY26                      | \$59.0  |
| FY27                      | \$59.0  |
| FY28                      | \$59.0  |
| 6-Year Total (FY23-FY28)  | \$354.0 |
| 10-Year Total (FY23-FY32) | \$590.0 |
| Beyond FY32               | TBD     |

# 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 [FY21 target  $\geq 7,000$  miles between failures].

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

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

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$1.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$1.0  |
| Planned Investments       | (\$M)  |
| FY23                      | \$1.0  |
| FY24                      | \$1.0  |
| FY25                      | \$1.0  |
| FY26                      | \$1.0  |
| FY27                      | \$1.0  |
| FY28                      | \$1.0  |
| 6-Year Total (FY23-FY28)  | \$6.0  |
| 10-Year Total (FY23-FY32) | \$19.0 |
| Beyond FY32               | TBD    |



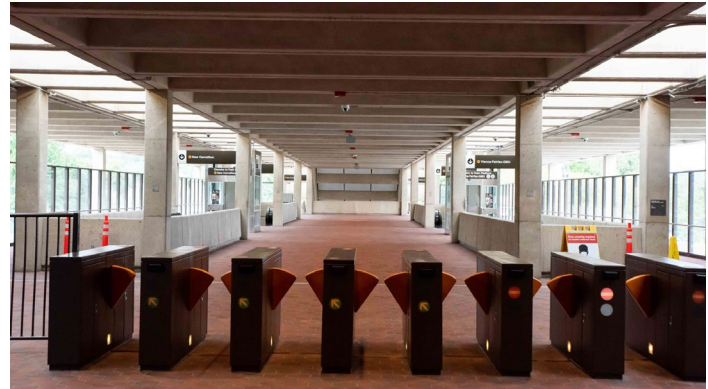
# Facility Security Monitoring Equipment Program (CIP0145)

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

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

## 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 [FY21 target of  $\leq 1.40$  injuries per million passengers] and the rate of crimes against passengers performance indicator [FY21 target of  $\leq 5.3$  crimes per million passengers or fewer]. Monitoring deters crime, enables clear communication of public safety notices in rail stations and supports proper functioning of devices used to request assistance.

## Strategic Drivers



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.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$7.6 |
| Reimbursable           | \$0.0 |
| Debt                   | \$8.0 |

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$10.1  |
| Planned Investments       | (\$M)   |
| FY23                      | \$15.6  |
| FY24                      | \$17.1  |
| FY25                      | \$29.7  |
| FY26                      | \$46.5  |
| FY27                      | \$27.5  |
| FY28                      | \$32.2  |
| 6-Year Total (FY23-FY28)  | \$168.6 |
| 10-Year Total (FY23-FY32) | \$202.3 |
| Beyond FY32               | TBD     |



# Support Facility Fire System Rehabilitation (CIP0150)

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

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

## Description

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



## Expected Outcome

Improves compliance with 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

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

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$6.4 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$4.2 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$1.2  |
| Planned Investments       | (\$M)  |
| FY23                      | \$10.5 |
| FY24                      | \$2.4  |
| FY25                      | \$3.0  |
| FY26                      | \$1.5  |
| FY27                      | \$3.0  |
| FY28                      | \$1.1  |
| 6-Year Total (FY23-FY28)  | \$21.5 |
| 10-Year Total (FY23-FY32) | \$31.1 |
| Beyond FY32               | \$28.0 |

# Rail Station Cooling Rehabilitation Program (CIP0151)

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

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

## Description

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



## Expected Outcome

Supports customer and employee comfort during hot days.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

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

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$8.6 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$1.2 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$5.3  |
| Planned Investments       | (\$M)  |
| FY23                      | \$9.8  |
| FY24                      | \$0.5  |
| FY25                      | \$0.5  |
| FY26                      | \$0.1  |
| FY27                      | \$5.0  |
| FY28                      | \$5.0  |
| 6-Year Total (FY23-FY28)  | \$21.0 |
| 10-Year Total (FY23-FY32) | \$21.0 |
| Beyond FY32               | \$75.0 |

# 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 facilities including garages and surface lots.



## Expected Outcome

Allows parking facilities to be maintained in a state of good repair to prevent property damage, improve the customer experience, improve customer safety as measured by the Metrorail customer injury rate performance indicator [FY21 target of ≤177 injuries]..

## Strategic Drivers



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, Huntington (East), Wheaton, Anacostia, and New Carrollton.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$7.6 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$6.0 |

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$13.2  |
| Planned Investments       | (\$M)   |
| FY23                      | \$13.5  |
| FY24                      | \$26.3  |
| FY25                      | \$18.5  |
| FY26                      | \$18.5  |
| FY27                      | \$11.5  |
| FY28                      | \$9.5   |
| 6-Year Total (FY23-FY28)  | \$97.9  |
| 10-Year Total (FY23-FY32) | \$166.9 |
| Beyond FY32               | TBD     |

# Facility Roof Rehabilitation and Replacement (CIP0170)

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

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

## Description

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



## Expected Outcome

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

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will advance roof replacements at Carmen Turner, New Carrollton Rail Yard, Greenbelt Rail Yard and various traction power substations and tie breaker stations.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$10.3 |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$1.8  |
| Reimbursable           | \$0.0  |
| Debt                   | \$0.0  |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$8.3  |
| Planned Investments       | (\$M)  |
| FY23                      | \$12.1 |
| FY24                      | \$8.9  |
| FY25                      | \$6.8  |
| FY26                      | \$7.0  |
| FY27                      | \$6.0  |
| FY28                      | \$6.0  |
| 6-Year Total (FY23-FY28)  | \$46.9 |
| 10-Year Total (FY23-FY32) | \$70.9 |
| Beyond FY32               | TBD    |

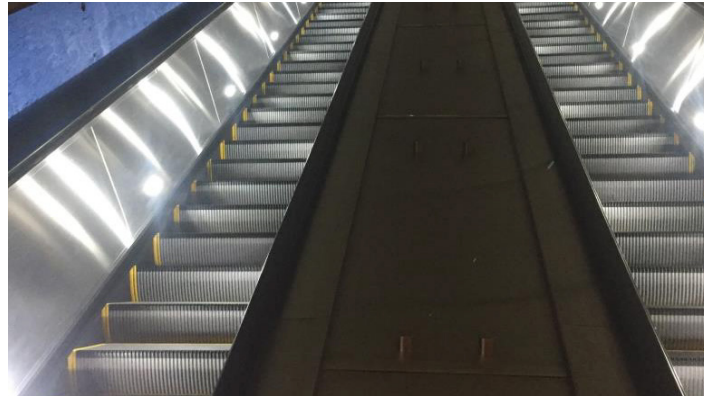
# Escalator Replacement (CIP0185)

**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 [FY21 target  $\geq 92\%$ ]. In addition, modernized units are as much as 30% more energy efficient than the old units.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will replace approximately 24 of the oldest and poorest performing escalator units in the system.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$18.5 |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$0.0  |
| Reimbursable           | \$0.0  |
| Debt                   | \$0.0  |

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$16.8  |
| Planned Investments       | (\$M)   |
| FY23                      | \$18.5  |
| FY24                      | \$33.7  |
| FY25                      | \$40.4  |
| FY26                      | \$30.4  |
| FY27                      | \$46.7  |
| FY28                      | \$30.2  |
| 6-Year Total (FY23-FY28)  | \$200.0 |
| 10-Year Total (FY23-FY32) | \$340.0 |
| Beyond FY32               | TBD     |



# Support Facility Improvements (CIP0197)

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

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

## Description

This program 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 safer and more modern facilities and worker amenities.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will develop project implementation schedules for renovation of employee breakrooms at bus garages and railyards throughout the system. Locations will be identified once the plans are completed.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$7.4 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$2.5  |
| Planned Investments       | (\$M)  |
| FY23                      | \$7.4  |
| FY24                      | \$2.0  |
| FY25                      | \$4.3  |
| FY26                      | \$4.0  |
| FY27                      | \$3.0  |
| FY28                      | \$2.9  |
| 6-Year Total (FY23-FY28)  | \$23.6 |
| 10-Year Total (FY23-FY32) | \$23.6 |
| Beyond FY32               | TBD    |

# Railcar Rooftop Access Platform (CIP0204)

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

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

## 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Complete close-out of the project and any final payments for the railcar rooftop access platforms.

## Cost (\$M)

| Investments                           | (\$M)  |
|---------------------------------------|--------|
| Expenditure Life to Date (up to FY22) | \$11.8 |
| FY22 Forecast                         | \$3.4  |
| Planned Investments                   | (\$M)  |
| FY23                                  | \$0.0  |
| FY24                                  | \$2.6  |
| FY25                                  | \$0.0  |
| FY26                                  | \$0.0  |
| FY27                                  | \$0.0  |
| FY28                                  | \$0.0  |
| 6-Year Total (FY23-FY28)              | \$2.6  |
| 10-Year Total (FY23-FY32)             | \$2.6  |
| Beyond FY32                           | \$0.0  |
| Total Estimated Investment            | \$17.7 |

## Anticipated Funding Sources (\$M)

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

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

# Sustainability/Resiliency Program (CIP0212)

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

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

## Description

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



## Expected Outcome

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

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Continue to support high value sustainability projects such as solar carports and electrification efforts, and the development of an agency-wide Sustainability Action Plan. Metro will continue making improvements to the waste management and recycling processes throughout the system.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$3.2 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$4.0  |
| Planned Investments       | (\$M)  |
| FY23                      | \$3.2  |
| FY24                      | \$4.7  |
| FY25                      | \$4.6  |
| FY26                      | \$4.6  |
| FY27                      | \$4.6  |
| FY28                      | \$4.6  |
| 6-Year Total (FY23-FY28)  | \$26.3 |
| 10-Year Total (FY23-FY32) | \$40.7 |
| Beyond FY32               | TBD    |

# 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

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

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$21.6 |
| Dedicated Funding      | \$0.0  |
| Reimbursable           | \$0.0  |
| Debt                   | \$0.0  |

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$21.4  |
| Planned Investments       | (\$M)   |
| FY23                      | \$21.6  |
| FY24                      | \$20.4  |
| FY25                      | \$18.3  |
| FY26                      | \$16.4  |
| FY27                      | \$19.3  |
| FY28                      | \$19.7  |
| 6-Year Total (FY23-FY28)  | \$115.7 |
| 10-Year Total (FY23-FY32) | \$198.8 |
| Beyond FY32               | TBD     |



# Metrorail Station Improvements (CIP0218)

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

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

## Description

This program 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 [FY21 target of ≤177 injuries]. Prevents crime and increases the security of employees and customers by ensuring station entry gates are functional.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

The program will replace and upgrade elements within rail stations such as passenger information displays, gates, flooring, station lighting, security, and other amenities.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$1.0 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$0.4  |
| Planned Investments       | (\$M)  |
| FY23                      | \$1.0  |
| FY24                      | \$6.1  |
| FY25                      | \$5.1  |
| FY26                      | \$10.2 |
| FY27                      | \$10.8 |
| FY28                      | \$0.0  |
| 6-Year Total (FY23-FY28)  | \$33.1 |
| 10-Year Total (FY23-FY32) | \$81.3 |
| Beyond FY32               | TBD    |



# 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 lighting to improve customer and employee safety and security as measured by the Metrorail customer injury rate performance indicator [FY21 target of ≤177 injuries], and the rate of crimes against passengers performance indicator [FY21 target of ≤840 crimes]. In addition, newer lights are more efficient and reduce Metro's energy consumption.

## Strategic Drivers



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. Start planning and begin upgrades to exterior lighting conditions outside of various stations to include common areas, pathways and parking lots in the six-year period.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$9.5 |
| Reimbursable           | \$0.0 |
| Debt                   | \$9.6 |

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$11.6  |
| Planned Investments       | (\$M)   |
| FY23                      | \$19.1  |
| FY24                      | \$30.0  |
| FY25                      | \$47.7  |
| FY26                      | \$38.3  |
| FY27                      | \$33.4  |
| FY28                      | \$5.4   |
| 6-Year Total (FY23-FY28)  | \$173.9 |
| 10-Year Total (FY23-FY32) | \$173.9 |
| Beyond FY32               | TBD     |

# 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

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

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$1.2 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$1.2  |
| Planned Investments       | (\$M)  |
| FY23                      | \$1.2  |
| FY24                      | \$1.3  |
| FY25                      | \$1.0  |
| FY26                      | \$1.3  |
| FY27                      | \$1.3  |
| FY28                      | \$1.3  |
| 6-Year Total (FY23-FY28)  | \$7.2  |
| 10-Year Total (FY23-FY32) | \$12.2 |
| Beyond FY32               | \$2.0  |

# 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 Drivers



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)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$6.3  |
| Reimbursable           | \$0.0  |
| Debt                   | \$18.0 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$9.8  |
| Planned Investments       | (\$M)  |
| FY23                      | \$24.3 |
| FY24                      | \$9.9  |
| FY25                      | \$11.5 |
| FY26                      | \$4.9  |
| FY27                      | \$4.0  |
| FY28                      | \$10.9 |
| 6-Year Total (FY23-FY28)  | \$65.4 |
| 10-Year Total (FY23-FY32) | \$89.5 |
| Beyond FY32               | TBD    |

# 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 functions 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will begin construction of the new HRO facility. Construction activities will include foundational work, storm water and sewer infrastructure, track infrastructure, base building and core, and exterior enclosure.

## Cost (\$M)

| Investments                                     | (\$M)    |
|---|----------|
| Expenditure Life to Date (up to FY22)           | \$73.1   |
| FY22 Forecast                                   | \$44.0   |
| Planned Investments                             | (\$M)    |
| FY23  | \$69.8   |
| FY24  | \$126.6  |
| FY25  | \$91.6   |
| FY26  | \$62.1   |
| FY27  | \$0.0    |
| FY28  | \$0.0    |
| 6-Year Total (FY23-FY28)                        | \$350.0  |
| 10-Year Total (FY23-FY32)                       | \$350.0  |
| Beyond FY32                                     | \$0.0    |
| Total Estimated Investment                      | \$467.0  |
| Total Est. Investment Change from Prior         | \$-248.5 |
| Primary Reason: Part of scope moved to CIP0284. |          |

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$32.3 |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$0.0  |
| Reimbursable           | \$0.0  |
| Debt                   | \$37.5 |

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



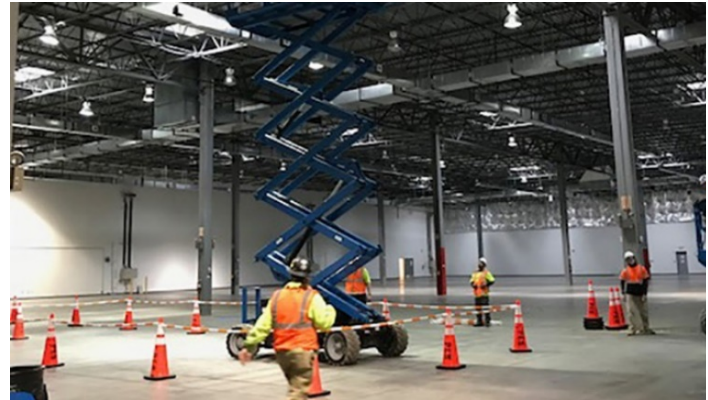
# Good Luck Road Facility (CIP0231)

**Initiative Type:** Project  
**Category:** Business & Operations Support  
**Location:** Maryland

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

## Description

This project builds out the Good Luck Road facility, a 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 Metro owned facility.

## Strategic Drivers



## Near Term Deliverables

Metro will complete air handler equipment design and begin procurement process.

## Cost (\$M)

| Investments                           | (\$M)  |
|---------------------------------------|--------|
| Expenditure Life to Date (up to FY22) | \$26.0 |
| FY22 Forecast                         | \$2.7  |
| Planned Investments                   | (\$M)  |
| FY23                                  | \$2.2  |
| FY24                                  | \$3.0  |
| FY25                                  | \$4.0  |
| FY26                                  | \$3.3  |
| FY27                                  | \$0.0  |
| FY28                                  | \$0.0  |
| 6-Year Total (FY23-FY28)              | \$12.5 |
| 10-Year Total (FY23-FY32)             | \$12.5 |
| Beyond FY32                           | \$0.0  |
| Total Estimated Investment            | \$41.1 |

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$2.2 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

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



# Flood Resiliency Infrastructure Upgrades (CIP0241)

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

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

## Description

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



## Expected 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 [FY21 target  $\leq 7.9\%$  of track under performance restrictions] and the number of fire incidents performance indicator [FY21 target of  $\leq 66$  incidents annually]. Protects Metro infrastructure and equipment which reduces the frequency and cost of repairs and replacements.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

This project will develop implementation projects based on the assessment expected to be completed in FY2022 and plan the next set of stations to assess for flood resiliency improvements.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

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

| Investments                           | (\$M)   |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY22) | \$6.7   |
| FY22 Forecast                         | \$1.7   |
| Planned Investments                   | (\$M)   |
| FY23                                  | \$0.0   |
| FY24                                  | \$0.0   |
| FY25                                  | \$0.0   |
| FY26                                  | \$1.0   |
| FY27                                  | \$0.0   |
| FY28                                  | \$0.0   |
| 6-Year Total (FY23-FY28)              | \$1.0   |
| 10-Year Total (FY23-FY32)             | \$161.0 |
| Beyond FY32                           | \$0.0   |
| Total Estimated Investment            | \$169.4 |

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

# Rail System Drainage Rehabilitation Program (CIP0242)

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

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

## Description

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



## Expected 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 [FY21 target  $\leq 7.9\%$  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.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro plans to complete drainage pump station renewals at the next two stations identified in priority list. Drainage pump station renewals include replacement of pumps, piping, controls, lighting, and other structural and drainage.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$13.3 |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$0.0  |
| Reimbursable           | \$0.0  |
| Debt                   | \$0.0  |

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$6.9   |
| Planned Investments       | (\$M)   |
| FY23                      | \$13.3  |
| FY24                      | \$20.0  |
| FY25                      | \$7.2   |
| FY26                      | \$12.2  |
| FY27                      | \$22.2  |
| FY28                      | \$22.2  |
| 6-Year Total (FY23-FY28)  | \$97.0  |
| 10-Year Total (FY23-FY32) | \$107.0 |
| Beyond FY32               | TBD     |

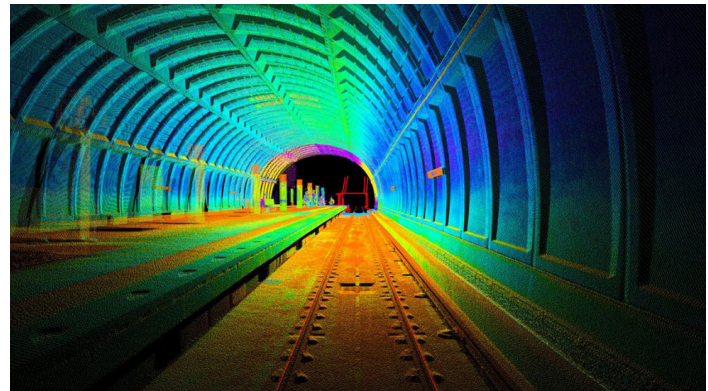
# General Engineering (CIP0246)

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

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

## Description

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



## Expected Outcome

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

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

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

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$2.1  |
| Dedicated Funding      | \$10.9 |
| Reimbursable           | \$0.0  |
| Debt                   | \$0.0  |

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$12.1  |
| Planned Investments       | (\$M)   |
| FY23                      | \$12.9  |
| FY24                      | \$12.7  |
| FY25                      | \$10.4  |
| FY26                      | \$10.6  |
| FY27                      | \$11.8  |
| FY28                      | \$11.0  |
| 6-Year Total (FY23-FY28)  | \$69.5  |
| 10-Year Total (FY23-FY32) | \$115.9 |
| Beyond FY32               | TBD     |

# 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will address emergent construction needs as they arise.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$50.5 |
| Reimbursable           | \$0.0  |
| Debt                   | \$0.0  |

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$55.0  |
| Planned Investments       | (\$M)   |
| FY23                      | \$50.5  |
| FY24                      | \$26.0  |
| FY25                      | \$26.0  |
| FY26                      | \$26.0  |
| FY27                      | \$26.0  |
| FY28                      | \$26.0  |
| 6-Year Total (FY23-FY28)  | \$180.5 |
| 10-Year Total (FY23-FY32) | \$322.4 |
| Beyond FY32               | TBD     |



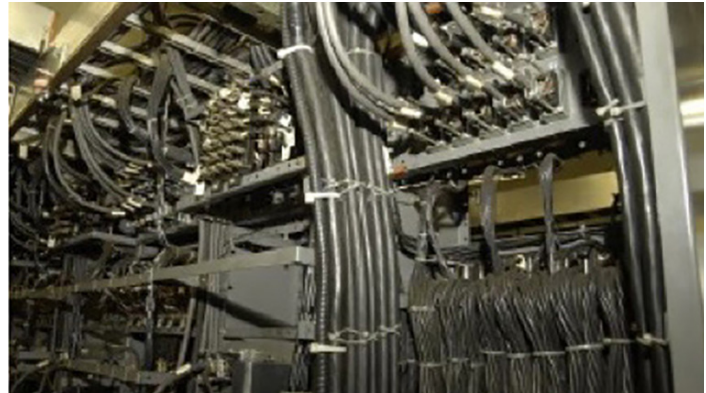
# Automatic Train Control State of Good Repair (CIP0251)

**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 [FY21 target ≤7.9% of track under performance restrictions] and the Metrorail customer injury rate performance indicator [FY21 target of ≤177 customer injuries] 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 25 train control rooms.

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$36.7 |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$0.6  |
| Reimbursable           | \$0.0  |
| Debt                   | \$34.3 |

## Strategic Drivers



Safety



Security



Reliability/SGR

## Cost (\$M)

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$59.6  |
| Planned Investments       | (\$M)   |
| FY23                      | \$71.6  |
| FY24                      | \$83.6  |
| FY25                      | \$84.2  |
| FY26                      | \$60.3  |
| FY27                      | \$109.8 |
| FY28                      | \$116.8 |
| 6-Year Total (FY23-FY28)  | \$526.3 |
| 10-Year Total (FY23-FY32) | \$864.2 |
| Beyond FY32               | \$231.0 |



# Low Voltage Power State of Good Repair (CIP0252)

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

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

## Description

This program replaces low voltage power systems, improves various power components, 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 Drivers



## 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: Brookland, Takoma, L'Enfant Plaza, Archives, and Addison Road.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$32.8 |
| Reimbursable           | \$0.0  |
| Debt                   | \$0.0  |

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$32.2  |
| Planned Investments       | (\$M)   |
| FY23                      | \$32.8  |
| FY24                      | \$32.5  |
| FY25                      | \$7.1   |
| FY26                      | \$17.1  |
| FY27                      | \$47.1  |
| FY28                      | \$47.8  |
| 6-Year Total (FY23-FY28)  | \$184.4 |
| 10-Year Total (FY23-FY32) | \$261.0 |
| Beyond FY32               | TBD     |

# 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 [FY21 target  $\leq 7.9\%$  of track under performance restrictions] and the number of fire incidents performance indicator [FY21 target of  $\leq 66$  incidents annually].

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will replace traction power substation equipment at West Falls Church Railyard and Klingle Bridge. Approximately 600 cables will be inspected and tested, and 8,000 linear feet of cable will be replaced per quarter.

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$43.3 |
| Reimbursable           | \$0.0  |
| Debt                   | \$0.0  |

## Cost (\$M)

| Investments               | (\$M)     |
|---------------------------|-----------|
| FY22 Forecast             | \$37.3    |
| Planned Investments       | (\$M)     |
| FY23                      | \$43.3    |
| FY24                      | \$66.5    |
| FY25                      | \$88.2    |
| FY26                      | \$116.8   |
| FY27                      | \$71.1    |
| FY28                      | \$91.2    |
| 6-Year Total (FY23-FY28)  | \$477.1   |
| 10-Year Total (FY23-FY32) | \$1,168.7 |
| Beyond FY32               | TBD       |

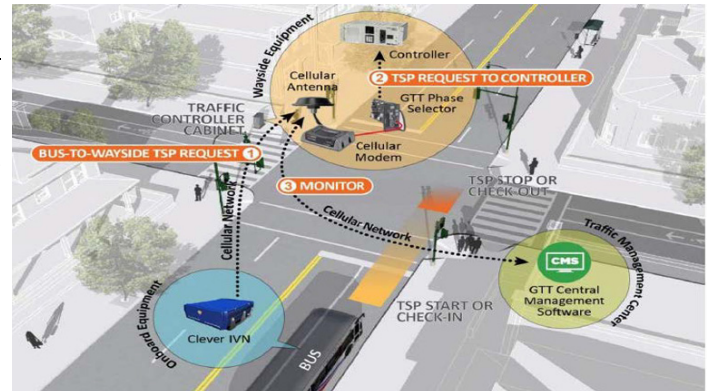
# Bus Priority Program Development (CIP0254)

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

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

## Description

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



## Expected Outcome

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

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Partnering with regional transportation entities to increase bus lanes, queue jumps, and continue the Transit Signal Priority project. Near term projects include a Violation Detection System, which is the installation of cameras on buses that detect unauthorized roadway users in bus lanes and tickets offenders, the launch of an All Door boarding pilot on some buses, and expanding transit signal priority and queue jumps across the region.

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$3.0 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.6 |

## Cost (\$M)

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$3.1  |
| Planned Investments       | (\$M)  |
| FY23                      | \$3.6  |
| FY24                      | \$3.4  |
| FY25                      | \$3.4  |
| FY26                      | \$3.4  |
| FY27                      | \$3.5  |
| FY28                      | \$3.5  |
| 6-Year Total (FY23-FY28)  | \$20.9 |
| 10-Year Total (FY23-FY32) | \$35.5 |
| Beyond FY32               | TBD    |

# Fare Collection Modernization (CIP0255)

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

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

## Description

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



## Expected Outcome

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

## Strategic Drivers



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)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$14.4 |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$31.2 |
| Reimbursable           | \$0.0  |
| Debt                   | \$8.0  |

| Investments                           | (\$M)   |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY22) | \$116.4 |
| FY22 Forecast                         | \$80.3  |
| Planned Investments                   | (\$M)   |
| FY23                                  | \$53.6  |
| FY24                                  | \$74.4  |
| FY25                                  | \$52.2  |
| FY26                                  | \$42.6  |
| FY27                                  | \$8.5   |
| FY28                                  | \$0.0   |
| 6-Year Total (FY23-FY28)              | \$231.3 |
| 10-Year Total (FY23-FY32)             | \$231.3 |
| Beyond FY32                           | \$0.0   |
| Total Estimated Investment            | \$427.9 |

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



# 7000-Series Railcars (CIP0256)

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

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

## Description

This project 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 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 [FY21 target of ≤177 injuries] and the Rail Fleet Reliability performance indicator [FY21 ≥15,000 miles between failure].

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will continue to make milestone payments for railcar warranties while closely working to address various railcar modifications including improved training and troubleshooting.

## Cost (\$M)

| Investments                           | (\$M)   |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY22) | \$594.7 |
| FY22 Forecast                         | \$43.0  |
| Planned Investments                   | (\$M)   |
| FY23                                  | \$57.7  |
| FY24                                  | \$35.2  |
| FY25                                  | \$35.7  |
| FY26                                  | \$30.0  |
| FY27                                  | \$86.1  |
| FY28                                  | \$80.0  |
| 6-Year Total (FY23-FY28)              | \$324.7 |
| 10-Year Total (FY23-FY32)             | \$324.7 |
| Beyond FY32                           | \$0.0   |
| Total Estimated Investment            | \$962.4 |

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$27.5 |
| Dedicated Funding      | \$0.0  |
| Reimbursable           | \$0.0  |
| Debt                   | \$30.2 |

| Fiscal Year                     | FY22 | FY23 | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation      |      |      |      |      |      |      |      |      |      |      |      |
| Implementation and Construction | ✓    | ✓    | ✓    | ✓    | ✓    | ✓    | ✓    |      |      |      |      |
| 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):** TBD

## 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 box that houses the components, telephone, LED lights, and mushroom button that controls third rail power.



## 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 [FY21 target of ≤177 injuries] and the Metrorail system employee injury rate performance indicator [FY21 target of ≤3.5 per 100 employees].

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

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

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$1.4 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments   | (\$M)   |
|---|---------|
| Expenditure Life to Date (up to FY22)                             | \$4.0   |
| FY22 Forecast   | \$0.0   |
| Planned Investments   | (\$M)   |
| FY23  | \$1.4   |
| FY24  | \$6.4   |
| FY25  | \$11.4  |
| FY26  | \$11.4  |
| FY27  | \$16.4  |
| FY28  | \$20.0  |
| 6-Year Total (FY23-FY28)  | \$67.0  |
| 10-Year Total (FY23-FY32)   | \$266.4 |
| Beyond FY32   | \$0.0   |
| Total Estimated Investment  | \$270.4 |
| Total Est. Investment Change from Prior                           | \$138.7 |
| Primary Reason: Rough Order of Magnitude (ROM) estimate increase. |         |

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

# 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 upgrades fire alarm systems in Metrorail 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 [FY21 target of ≤ 177 injuries] and the Metrorail system employee injury rate performance indicator [FY21 target of ≤ 3.5 per 100 employees].

## Near Term Deliverables

Metro will continue planning activities and begin advancing the Tunnel Smoke Detection System by installing detection equipment at multiple fan and vent shaft locations throughout the system.

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$2.3 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

## Strategic Drivers



Safety



Security



Reliability/SGR

## Cost (\$M)

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$2.1   |
| Planned Investments       | (\$M)   |
| FY23                      | \$2.3   |
| FY24                      | \$12.0  |
| FY25                      | \$12.5  |
| FY26                      | \$23.0  |
| FY27                      | \$31.0  |
| FY28                      | \$37.8  |
| 6-Year Total (FY23-FY28)  | \$118.6 |
| 10-Year Total (FY23-FY32) | \$184.5 |
| Beyond FY32               | TBD     |

# 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 platform that provides improved controls and compliance with regulations while reducing operating and maintenance costs through a modern and streamlined application.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

The project will be in the operations and maintenance phase and the assessment will continue to evaluate installation of additional timeclocks.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$1.9 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments                           | (\$M)  |
|---------------------------------------|--------|
| Expenditure Life to Date (up to FY22) | \$28.4 |
| FY22 Forecast                         | \$3.0  |
| Planned Investments                   | (\$M)  |
| FY23                                  | \$1.9  |
| FY24                                  | \$1.5  |
| FY25                                  | \$0.0  |
| FY26                                  | \$0.0  |
| FY27                                  | \$0.0  |
| FY28                                  | \$0.0  |
| 6-Year Total (FY23-FY28)              | \$3.4  |
| 10-Year Total (FY23-FY32)             | \$3.4  |
| Beyond FY32                           | \$0.0  |
| Total Estimated Investment            | \$34.7 |

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

# Tunnel Water Leak Mitigation (CIP0262)

**Initiative Type:** Program

**Category:** Track and Structures Rehabilitation

**Location:** Systemwide

**Mode:** Rail

**Program:** Structures

**Federal Participation (all years):** Yes

## Description

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



## Expected 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 [FY21 target of ≤ 66 incidents annually] and the Metrorail customer on-time performance indicator [FY21 target ≥88% on-time]. Protects Metro infrastructure and equipment which reduces the frequency and cost of repairs and replacements.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will complete rail tunnel water mitigation work along two-segments of the Red Line between Silver Spring and Forest Glen; and Tenleytown-AU and Friendship Heights. Evaluate the impact of the pilot and begin design work on next phase of priority water leak mitigation locations based on lessons learned from the pilot.

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$27.2 |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$0.0  |
| Reimbursable           | \$0.0  |
| Debt                   | \$0.5  |

## Cost (\$M)

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$10.9  |
| Planned Investments       | (\$M)   |
| FY23                      | \$27.8  |
| FY24                      | \$21.9  |
| FY25                      | \$21.0  |
| FY26                      | \$31.0  |
| FY27                      | \$26.9  |
| FY28                      | \$35.0  |
| 6-Year Total (FY23-FY28)  | \$163.5 |
| 10-Year Total (FY23-FY32) | \$411.3 |
| Beyond FY32               | TBD     |



# 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 historic bus terminals that are in failing condition and returns the terminals 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Complete close-out of the project and any final payments for Chevy Chase Circle, Calvert Street, and Colorado Avenue Bus Terminal Facilities.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

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

| Investments                           | (\$M) |
|---------------------------------------|-------|
| Expenditure Life to Date (up to FY22) | \$2.1 |
| FY22 Forecast                         | \$2.6 |
| Planned Investments                   | (\$M) |
| FY23                                  | \$0.0 |
| FY24                                  | \$0.8 |
| FY25                                  | \$0.0 |
| FY26                                  | \$0.0 |
| FY27                                  | \$0.0 |
| FY28                                  | \$0.0 |
| 6-Year Total (FY23-FY28)              | \$0.8 |
| 10-Year Total (FY23-FY32)             | \$0.8 |
| Beyond FY32                           | \$0.0 |
| Total Estimated Investment            | \$5.5 |

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



# Asset Management Software (CIP0269)

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

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

## Description

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



## Expected Outcome

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

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

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

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$1.9 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M) |
|---------------------------|-------|
| FY22 Forecast             | \$1.9 |
| Planned Investments       | (\$M) |
| FY23                      | \$1.9 |
| FY24                      | \$1.3 |
| FY25                      | \$0.0 |
| FY26                      | \$0.0 |
| FY27                      | \$0.0 |
| FY28                      | \$0.8 |
| 6-Year Total (FY23-FY28)  | \$4.0 |
| 10-Year Total (FY23-FY32) | \$5.7 |
| Beyond FY32               | TBD   |

# 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 the Capital Improvement Program. This improves Metro's financial responsibility and supports state of good repair efforts.

## Strategic Drivers



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)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$10.3 |
| Dedicated Funding      | \$17.9 |
| Reimbursable           | \$0.0  |
| Debt                   | \$0.0  |

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$28.3  |
| Planned Investments       | (\$M)   |
| FY23                      | \$28.2  |
| FY24                      | \$34.8  |
| FY25                      | \$32.5  |
| FY26                      | \$35.4  |
| FY27                      | \$39.1  |
| FY28                      | \$39.9  |
| 6-Year Total (FY23-FY28)  | \$209.8 |
| 10-Year Total (FY23-FY32) | \$377.9 |
| Beyond FY32               | TBD     |

# Digital Display and Wayfinding Improvements (CIP0272)

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

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

## Description

This program invests in new equipment and space improvements designed to 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 improve the customer experience through modern wayfinding and digital signage at Metrorail stations.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will install approximately 50 new digital advertising displays at six stations that were a part of Platform Rehabilitation Phase 3. The locations are Arlington Cemetery, Addison Road, West Hyattsville, PG Plaza, College Park, and Greenbelt Stations.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

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

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$1.7   |
| Planned Investments       | (\$M)   |
| FY23                      | \$0.6   |
| FY24                      | \$0.0   |
| FY25                      | \$0.0   |
| FY26                      | \$0.0   |
| FY27                      | \$0.0   |
| FY28                      | \$5.5   |
| 6-Year Total (FY23-FY28)  | \$6.1   |
| 10-Year Total (FY23-FY32) | \$178.1 |
| Beyond FY32               | TBD     |

# Support Facility Rehabilitation (CIP0273)

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

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

## Description

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



## Expected Outcome

Complete minor improvements to administrative facilities for employees, enabling departments to be better organized and contributing to Metro's fiscal responsibility through improved productivity. Minor facility improvements will address immediate safety concerns, improve employee satisfaction, and contribute to Metro's goal to be an employer-of-choice.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will rehabilitate operation, maintenance, and administrative facilities that are identified on a priority location list.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$0.9 |
| Reimbursable           | \$0.0 |
| Debt                   | \$4.0 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$5.9  |
| Planned Investments       | (\$M)  |
| FY23                      | \$4.9  |
| FY24                      | \$6.5  |
| FY25                      | \$5.8  |
| FY26                      | \$11.6 |
| FY27                      | \$7.3  |
| FY28                      | \$7.0  |
| 6-Year Total (FY23-FY28)  | \$43.0 |
| 10-Year Total (FY23-FY32) | \$73.0 |
| Beyond FY32               | TBD    |



# New Carrollton Garage and Bus Bays (CIP0275)

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

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

## Description

This project supports the joint development at New Carrollton Station. Metro has entered into a third-party joint development 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, economic development and the customer experience.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will advance site preparation, foundational work, and begin construction of the new bus loop and parking garage structure.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$0.4  |
| Reimbursable           | \$0.0  |
| Debt                   | \$40.6 |

| Investments                           | (\$M)  |
|---------------------------------------|--------|
| Expenditure Life to Date (up to FY22) | \$3.4  |
| FY22 Forecast                         | \$21.6 |
| Planned Investments                   | (\$M)  |
| FY23                                  | \$40.9 |
| FY24                                  | \$13.4 |
| FY25                                  | \$0.0  |
| FY26                                  | \$0.0  |
| FY27                                  | \$0.0  |
| FY28                                  | \$0.0  |
| 6-Year Total (FY23-FY28)              | \$54.3 |
| 10-Year Total (FY23-FY32)             | \$54.3 |
| Beyond FY32                           | \$0.0  |
| Total Estimated Investment            | \$79.3 |

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



# Art in Transit and Station Commercialization Program (CIP0276)

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

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

## Description

This program restores 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will develop structured guidelines to improve how customers interact daily with the transit system and conduct a systemwide assessment of artwork to determine future investments for restoration. Considerations in study will include signage and wayfinding, passenger information, safety and security, and protection from seasonal weather.

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.5 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

## Cost (\$M)

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$0.3  |
| Planned Investments       | (\$M)  |
| FY23                      | \$0.5  |
| FY24                      | \$0.0  |
| FY25                      | \$3.0  |
| FY26                      | \$1.0  |
| FY27                      | \$1.0  |
| FY28                      | \$0.0  |
| 6-Year Total (FY23-FY28)  | \$5.5  |
| 10-Year Total (FY23-FY32) | \$5.5  |
| Beyond FY32               | \$56.0 |

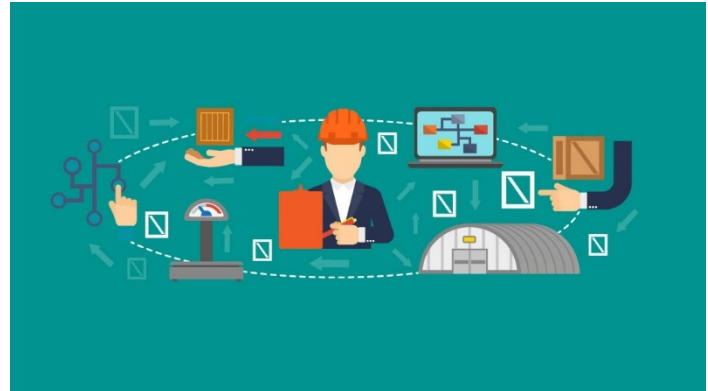
# Supply Chain Modernization (CIP0277)

**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 the supply chain for logistics, warehousing, planning, and ordering of inventory.



## Expected Outcome

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

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will deliver a Warehouse Management System (WMS) based on Metro's business model and strategy for the next decade, including incorporating a Vendor Managed Inventory (VMI) to optimize inventory levels and order fulfillment.

## Cost (\$M)

| Investments                           | (\$M)  |
|---------------------------------------|--------|
| Expenditure Life to Date (up to FY22) | \$2.7  |
| FY22 Forecast                         | \$0.1  |
| Planned Investments                   | (\$M)  |
| FY23                                  | \$1.2  |
| FY24                                  | \$3.0  |
| FY25                                  | \$3.0  |
| FY26                                  | \$3.5  |
| FY27                                  | \$0.0  |
| FY28                                  | \$3.0  |
| 6-Year Total (FY23-FY28)              | \$13.7 |
| 10-Year Total (FY23-FY32)             | \$13.7 |
| Beyond FY32                           | \$0.0  |
| Total Estimated Investment            | \$16.4 |

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$1.2 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

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

# Railyard Shop Equipment Replacement (CIP0279)

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

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

## Description

This program replaces or rehabilitates Metro rail shop maintenance equipment, such as overhead cranes, rail train lifts, hoists, or industrial shop air compressors that are inoperable, deficient, or have reached the end of 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 [FY21 target of  $\leq 3.3$  per 100 employees] and the Rail Fleet Reliability performance indicator [FY21  $\geq 15,000$  miles between failure].

## Near Term Deliverables

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

## Strategic Drivers



Safety



Security



Reliability/SGR

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$1.3 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M) |
|---------------------------|-------|
| FY22 Forecast             | \$0.9 |
| Planned Investments       | (\$M) |
| FY23                      | \$1.3 |
| FY24                      | \$1.0 |
| FY25                      | \$1.0 |
| FY26                      | \$0.0 |
| FY27                      | \$0.0 |
| FY28                      | \$0.0 |
| 6-Year Total (FY23-FY28)  | \$3.3 |
| 10-Year Total (FY23-FY32) | \$3.3 |
| Beyond FY32               | TBD   |

# Railcar Maintenance Facilities State of Good Repair (CIP0283)

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

**Mode:** Rail  
**Program:** Maintenance Facilities  
**Federal Participation (all years):** 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 equipment to maintain railcars in a state of good repair as measured by Rail Fleet Reliability performance indicator [FY21 ≥15,000 miles between failure].

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will begin the procurement process for systemwide rehabilitation of train wash buildings.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$3.3 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$5.0  |
| Planned Investments       | (\$M)  |
| FY23                      | \$3.3  |
| FY24                      | \$5.4  |
| FY25                      | \$15.0 |
| FY26                      | \$20.0 |
| FY27                      | \$16.9 |
| FY28                      | \$0.0  |
| 6-Year Total (FY23-FY28)  | \$60.5 |
| 10-Year Total (FY23-FY32) | \$60.5 |
| Beyond FY32               | TBD    |



# Railyard Facility and Site Rehabilitation (CIP0284)

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

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

## Description

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



## Expected Outcome

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

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will complete facility assessments and design packages as part of a systemwide rail yard rehabilitation plan.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$0.2 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$1.3   |
| Planned Investments       | (\$M)   |
| FY23                      | \$0.2   |
| FY24                      | \$5.0   |
| FY25                      | \$46.0  |
| FY26                      | \$40.5  |
| FY27                      | \$30.8  |
| FY28                      | \$23.8  |
| 6-Year Total (FY23-FY28)  | \$146.3 |
| 10-Year Total (FY23-FY32) | \$544.3 |
| Beyond FY32               | \$732.0 |



# 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 the Metrorail 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

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

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$0.4 |
| Reimbursable           | \$0.0 |
| Debt                   | \$5.0 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$0.6  |
| Planned Investments       | (\$M)  |
| FY23                      | \$5.4  |
| FY24                      | \$5.0  |
| FY25                      | \$10.0 |
| FY26                      | \$12.8 |
| FY27                      | \$8.7  |
| FY28                      | \$0.0  |
| 6-Year Total (FY23-FY28)  | \$41.9 |
| 10-Year Total (FY23-FY32) | \$41.9 |
| Beyond FY32               | TBD    |

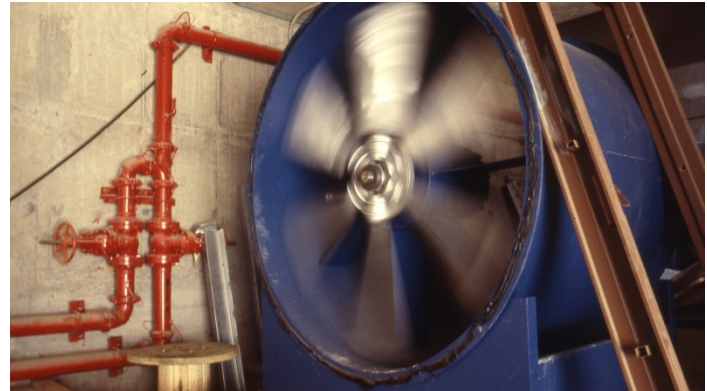
# Tunnel Ventilation Improvements (CIP0291)

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

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

## Description

This project upgrades and installs additional underground ventilation 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 [FY21 target of ≤1.40 injuries per million passengers] and the Metrorail system employee injury rate performance indicator [FY21 target of ≤3.5 per 100 employees].

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will advance assessments and designs of ventilation improvements.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$1.9 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments                           | (\$M)     |
|---------------------------------------|-----------|
| Expenditure Life to Date (up to FY22) | \$9.5     |
| FY22 Forecast                         | \$1.6     |
| Planned Investments                   | (\$M)     |
| FY23                                  | \$1.9     |
| FY24                                  | \$0.1     |
| FY25                                  | \$0.0     |
| FY26                                  | \$0.0     |
| FY27                                  | \$10.0    |
| FY28                                  | \$45.0    |
| 6-Year Total (FY23-FY28)              | \$57.0    |
| 10-Year Total (FY23-FY32)             | \$551.7   |
| Beyond FY32                           | \$661.0   |
| Total Estimated Investment            | \$1,223.6 |

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

# Bridge Rehabilitation Program (CIP0294)

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

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

## Description

This program rehabilitates structural and system components of 162 aerial structures across the Metro system. Metro is rehabilitating additional structural and system components under Structural Rehabilitation - Package A (CIP0348).



## Expected Outcome

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

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will develop designs for future bridge rehabilitations, conduct repairs of bridges and aerial structures based on priority locations, and demolish the Trestle Bridges.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$1.2 |

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$3.5   |
| Planned Investments       | (\$M)   |
| FY23                      | \$1.2   |
| FY24                      | \$9.5   |
| FY25                      | \$26.0  |
| FY26                      | \$42.3  |
| FY27                      | \$66.4  |
| FY28                      | \$28.0  |
| 6-Year Total (FY23-FY28)  | \$173.4 |
| 10-Year Total (FY23-FY32) | \$237.4 |
| Beyond FY32               | \$100.0 |

# 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

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

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$7.6 |

| Investments                           | (\$M)  |
|---------------------------------------|--------|
| Expenditure Life to Date (up to FY22) | \$0.2  |
| FY22 Forecast                         | \$3.1  |
| Planned Investments                   | (\$M)  |
| FY23                                  | \$7.6  |
| FY24                                  | \$0.0  |
| FY25                                  | \$0.0  |
| FY26                                  | \$0.0  |
| FY27                                  | \$0.0  |
| FY28                                  | \$0.0  |
| 6-Year Total (FY23-FY28)              | \$7.6  |
| 10-Year Total (FY23-FY32)             | \$7.6  |
| Beyond FY32                           | \$0.0  |
| Total Estimated Investment            | \$10.9 |

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



# Huntington Station Parking Garage Demolition (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 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro continues to coordinate with Fairfax County on planned development and improvements at Huntington Station including the demolition of the south parking garage.

## Cost (\$M)

| Investments                           | (\$M)  |
|---------------------------------------|--------|
| Expenditure Life to Date (up to FY22) | \$1.7  |
| FY22 Forecast                         | \$2.2  |
| Planned Investments                   | (\$M)  |
| FY23                                  | \$0.0  |
| FY24                                  | \$0.0  |
| FY25                                  | \$0.0  |
| FY26                                  | \$5.0  |
| FY27                                  | \$0.0  |
| FY28                                  | \$20.0 |
| 6-Year Total (FY23-FY28)              | \$25.0 |
| 10-Year Total (FY23-FY32)             | \$25.0 |
| Beyond FY32                           | \$0.0  |
| Total Estimated Investment            | \$28.9 |

## Anticipated Funding Sources (\$M)

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

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



# Rail Passenger Facility State of Good Repair Program (CIP0305)

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

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

## Description

This program repairs and replaces antiquated systems and infrastructure in 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will rehabilitate sewer ejectors throughout the system.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

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

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$0.0  |
| Planned Investments       | (\$M)  |
| FY23                      | \$0.0  |
| FY24                      | \$2.0  |
| FY25                      | \$5.1  |
| FY26                      | \$10.2 |
| FY27                      | \$7.8  |
| FY28                      | \$5.1  |
| 6-Year Total (FY23-FY28)  | \$30.2 |
| 10-Year Total (FY23-FY32) | \$30.2 |
| Beyond FY32               | TBD    |

# 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 rehabilitates and repairs 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 [FY21 target of ≤177 injuries]. 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will process final payments and close out the project.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.1 |

| Investments                           | (\$M)   |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY22) | \$241.9 |
| FY22 Forecast                         | \$133.4 |
| Planned Investments                   | (\$M)   |
| FY23                                  | \$0.1   |
| FY24                                  | \$56.9  |
| FY25                                  | \$0.0   |
| FY26                                  | \$0.0   |
| FY27                                  | \$0.0   |
| FY28                                  | \$0.0   |
| 6-Year Total (FY23-FY28)              | \$56.9  |
| 10-Year Total (FY23-FY32)             | \$56.9  |
| Beyond FY32                           | \$0.0   |
| Total Estimated Investment            | \$432.3 |

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

# Station Platform Rehabilitation - Phase 4 (CIP0310)

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

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

## Description

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



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will begin construction at five stations on the Orange Line (Minnesota Ave. to New Carrollton) during a summer shutdown (approximately Memorial Day 2022 to Labor Day 2022). Work will encompass approximately 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.

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)   |
|------------------------|---------|
| Federal Grants         | \$0.0   |
| PRIIA/RSI Grants       | \$133.4 |
| System Performance     | \$0.0   |
| Dedicated Funding      | \$0.0   |
| Reimbursable           | \$0.0   |
| Debt                   | \$72.0  |

## Cost (\$M)

| Investments                           | (\$M)   |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY22) | \$0.2   |
| FY22 Forecast                         | \$165.2 |
| Planned Investments                   | (\$M)   |
| FY23                                  | \$205.4 |
| FY24                                  | \$65.4  |
| FY25                                  | \$0.0   |
| FY26                                  | \$0.0   |
| FY27                                  | \$0.0   |
| FY28                                  | \$0.0   |
| 6-Year Total (FY23-FY28)              | \$270.8 |
| 10-Year Total (FY23-FY32)             | \$270.8 |
| Beyond FY32                           | \$0.0   |
| Total Estimated Investment            | \$436.2 |

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

# Bladensburg Bus Garage Replacement (CIP0311)

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

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

## Description

This project 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 facility will be ready for future electric bus infrastructure as Metro begins full implementation of 100% electric vehicles.



## 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 the bus system employee injury rate performance indicator [FY21 target of ≤11.2 injuries per 100 employees] and the Bus Fleet Reliability performance indicator [FY21 target ≥7,000 miles between failures].

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will complete demolition of the existing bus facility on the site, and begin construction of the new bus maintenance facility.

## Cost (\$M)

| Investments                           | (\$M)   |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY22) | \$27.3  |
| FY22 Forecast                         | \$43.9  |
| Planned Investments                   | (\$M)   |
| FY23                                  | \$78.4  |
| FY24                                  | \$99.0  |
| FY25                                  | \$113.7 |
| FY26                                  | \$40.0  |
| FY27                                  | \$17.9  |
| FY28                                  | \$0.0   |
| 6-Year Total (FY23-FY28)              | \$348.9 |
| 10-Year Total (FY23-FY32)             | \$348.9 |
| Beyond FY32                           | \$0.0   |
| Total Estimated Investment            | \$420.1 |

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$40.4 |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$0.0  |
| Reimbursable           | \$0.0  |
| Debt                   | \$38.0 |

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



# 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):** TBD

## 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

No deliverables in FY2023. Metro will address rehabilitation needs for the Four Mile Run Bus Garage in FY2025.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

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

| Investments                           | (\$M)  |
|---------------------------------------|--------|
| Expenditure Life to Date (up to FY22) | \$0.0  |
| FY22 Forecast                         | \$0.5  |
| Planned Investments                   | (\$M)  |
| FY23                                  | \$0.0  |
| FY24                                  | \$0.0  |
| FY25                                  | \$15.0 |
| FY26                                  | \$20.0 |
| FY27                                  | \$11.1 |
| FY28                                  | \$4.2  |
| 6-Year Total (FY23-FY28)              | \$50.3 |
| 10-Year Total (FY23-FY32)             | \$50.3 |
| Beyond FY32                           | \$0.0  |
| Total Estimated Investment            | \$50.8 |

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



# 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. Northern Bus Garage will fully support 100% electric vehicles.



## 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 [FY21 target  $\geq 7,000$  miles between failures]. Northern will become Metro's first all electric bus garage. The design will preserve the historic façade, offering potential retail space for revenue generation and/or provide public space.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will advance the project through demolition and construction activities that will preserve the historic façade, and related site preparation work.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$39.0 |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$0.0  |
| Reimbursable           | \$0.0  |
| Debt                   | \$40.1 |

| Investments                           | (\$M)   |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY22) | \$44.7  |
| FY22 Forecast                         | \$27.3  |
| Planned Investments                   | (\$M)   |
| FY23                                  | \$79.1  |
| FY24                                  | \$150.0 |
| FY25                                  | \$120.0 |
| FY26                                  | \$40.0  |
| FY27                                  | \$10.0  |
| FY28                                  | \$0.0   |
| 6-Year Total (FY23-FY28)              | \$399.2 |
| 10-Year Total (FY23-FY32)             | \$399.2 |
| Beyond FY32                           | \$0.0   |
| Total Estimated Investment            | \$471.2 |

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

# Capital Program Financial Support (CIP0324)

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

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

## Description

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



## Expected Outcome

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

## Strategic Drivers



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 costs to appropriate funding.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.4 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$0.5  |
| Planned Investments       | (\$M)  |
| FY23                      | \$0.4  |
| FY24                      | \$3.1  |
| FY25                      | \$3.1  |
| FY26                      | \$3.1  |
| FY27                      | \$3.1  |
| FY28                      | \$3.1  |
| 6-Year Total (FY23-FY28)  | \$15.9 |
| 10-Year Total (FY23-FY32) | \$28.3 |
| Beyond FY32               | TBD    |

# 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 modern 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 new modern facility to support the system and that will also enable Metro to generate revenue through the leasing of excess capacity.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will complete installation of servers, racks, telecommunications, and networking equipment at the new office facilities and data center.

## Cost (\$M)

| Investments                           | (\$M)   |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY22) | \$3.0   |
| FY22 Forecast                         | \$67.3  |
| Planned Investments                   | (\$M)   |
| FY23                                  | \$13.2  |
| FY24                                  | \$16.0  |
| FY25                                  | \$7.5   |
| FY26                                  | \$5.4   |
| FY27                                  | \$0.0   |
| FY28                                  | \$0.0   |
| 6-Year Total (FY23-FY28)              | \$42.2  |
| 10-Year Total (FY23-FY32)             | \$42.2  |
| Beyond FY32                           | \$0.0   |
| Total Estimated Investment            | \$112.4 |

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$0.0  |
| Reimbursable           | \$0.0  |
| Debt                   | \$13.2 |

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

# Enterprise Resource Planning Software Replacement (CIP0331)

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

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

## Description

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



## Expected Outcome

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

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will complete Phase 1 of the ERP replacement project. This consists of business requirement gathering, analysis, and software selection.

## Cost (\$M)

| Investments                           | (\$M)   |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY22) | \$2.2   |
| FY22 Forecast                         | \$3.5   |
| Planned Investments                   | (\$M)   |
| FY23                                  | \$7.5   |
| FY24                                  | \$0.4   |
| FY25                                  | \$5.0   |
| FY26                                  | \$10.0  |
| FY27                                  | \$10.0  |
| FY28                                  | \$25.0  |
| 6-Year Total (FY23-FY28)              | \$57.9  |
| 10-Year Total (FY23-FY32)             | \$250.1 |
| Beyond FY32                           | \$0.0   |
| Total Estimated Investment            | \$255.8 |

## Anticipated Funding Sources (\$M)

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

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



# Fiber Optic Cable Installation (CIP0332)

**Initiative Type:** Project  
**Category:** Rail Systems  
**Location:** Systemwide

**Mode:** Systemwide  
**Program:** Signals & Communications  
**Federal Participation (all years):** TBD

## 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will advance the installation of fiber throughout the system.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$2.3  |
| Reimbursable           | \$0.0  |
| Debt                   | \$25.9 |

| Investments                                    | (\$M)   |
|--|---------|
| Expenditure Life to Date (up to FY22)          | \$4.5   |
| FY22 Forecast                                  | \$15.2  |
| Planned Investments                            | (\$M)   |
| FY23   | \$28.2  |
| FY24   | \$94.4  |
| FY25   | \$91.0  |
| FY26   | \$85.2  |
| FY27   | \$22.0  |
| FY28   | \$0.0   |
| 6-Year Total (FY23-FY28)                       | \$320.7 |
| 10-Year Total (FY23-FY32)                      | \$320.7 |
| Beyond FY32                                    | \$0.0   |
| Total Estimated Investment                     | \$340.4 |
| Total Est. Investment Change from Prior        | \$200.0 |
| Primary Reason: Additional scope from CIP0136. |         |

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



# 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 leases 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will complete move-in activities for the new administrative office building located at L'Enfant Plaza in the District of Columbia. Metro will also begin construction to replace the chiller at JGB office building.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$0.0  |
| Reimbursable           | \$0.0  |
| Debt                   | \$11.8 |

| Investments                           | (\$M)   |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY22) | \$171.9 |
| FY22 Forecast                         | \$82.5  |
| Planned Investments                   | (\$M)   |
| FY23                                  | \$11.8  |
| FY24                                  | \$6.0   |
| FY25                                  | \$0.0   |
| FY26                                  | \$0.0   |
| FY27                                  | \$0.0   |
| FY28                                  | \$0.0   |
| 6-Year Total (FY23-FY28)              | \$17.9  |
| 10-Year Total (FY23-FY32)             | \$17.9  |
| Beyond FY32                           | \$0.0   |
| Total Estimated Investment            | \$272.3 |

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

# Office Consolidation - Virginia (CIP0337)

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

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

## Description

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



## Expected Outcome

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

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will complete construction of the new administrative office building located at Eisenhower Avenue in Virginia.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$0.0  |
| Reimbursable           | \$0.0  |
| Debt                   | \$71.1 |

| Investments                           | (\$M)   |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY22) | \$81.3  |
| FY22 Forecast                         | \$130.0 |
| Planned Investments                   | (\$M)   |
| FY23                                  | \$71.1  |
| FY24                                  | \$53.4  |
| FY25                                  | \$0.0   |
| FY26                                  | \$0.0   |
| FY27                                  | \$0.0   |
| FY28                                  | \$0.0   |
| 6-Year Total (FY23-FY28)              | \$124.5 |
| 10-Year Total (FY23-FY32)             | \$124.5 |
| Beyond FY32                           | \$0.0   |
| Total Estimated Investment            | \$335.8 |

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

# Office Consolidation - Maryland (CIP0338)

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

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

## Description

This project constructs a new office building in Maryland as part of Metro's regional office consolidation plan. The new office building consolidates employees near 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will complete construction of the new administrative office building located at New Carrollton in Maryland.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$0.0  |
| Reimbursable           | \$0.0  |
| Debt                   | \$38.1 |

| Investments                           | (\$M)   |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY22) | \$49.4  |
| FY22 Forecast                         | \$112.5 |
| Planned Investments                   | (\$M)   |
| FY23                                  | \$38.1  |
| FY24                                  | \$28.2  |
| FY25                                  | \$0.0   |
| FY26                                  | \$0.0   |
| FY27                                  | \$0.0   |
| FY28                                  | \$0.0   |
| 6-Year Total (FY23-FY28)              | \$66.4  |
| 10-Year Total (FY23-FY32)             | \$66.4  |
| Beyond FY32                           | \$0.0   |
| Total Estimated Investment            | \$228.2 |

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

# Rail Station Emergency Egress Improvements (CIP0339)

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

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

## Description

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



## Expected Outcome

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

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will survey emergency egress routes throughout rail stations systemwide.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.5 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$0.0  |
| Planned Investments       | (\$M)  |
| FY23                      | \$0.5  |
| FY24                      | \$0.0  |
| FY25                      | \$1.0  |
| FY26                      | \$1.0  |
| FY27                      | \$1.0  |
| FY28                      | \$1.0  |
| 6-Year Total (FY23-FY28)  | \$4.5  |
| 10-Year Total (FY23-FY32) | \$11.5 |
| Beyond FY32               | TBD    |



# 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):** TBD

## 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro plans to complete work on the Green Line and award a contract to replace dry standpipes for next phase of priority locations.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$4.1 |

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$10.9  |
| Planned Investments       | (\$M)   |
| FY23                      | \$4.1   |
| FY24                      | \$2.9   |
| FY25                      | \$10.4  |
| FY26                      | \$10.0  |
| FY27                      | \$10.0  |
| FY28                      | \$10.0  |
| 6-Year Total (FY23-FY28)  | \$47.4  |
| 10-Year Total (FY23-FY32) | \$195.0 |
| Beyond FY32               | TBD     |

# Information Technology Hardware State of Good Repair (CIP0342)

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

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

## Description

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



## Expected Outcome

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

## Strategic Drivers



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 computing equipment replacements.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$4.0  |
| Dedicated Funding      | \$12.1 |
| Reimbursable           | \$0.0  |
| Debt                   | \$0.0  |

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$19.6  |
| Planned Investments       | (\$M)   |
| FY23                      | \$16.1  |
| FY24                      | \$15.5  |
| FY25                      | \$15.8  |
| FY26                      | \$16.2  |
| FY27                      | \$16.5  |
| FY28                      | \$16.9  |
| 6-Year Total (FY23-FY28)  | \$97.0  |
| 10-Year Total (FY23-FY32) | \$167.6 |
| Beyond FY32               | TBD     |

# Accounting Capital Program Support (CIP0347)

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

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

## Description

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



## Expected Outcome

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

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

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

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$2.3 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$0.9  |
| Planned Investments       | (\$M)  |
| FY23                      | \$2.3  |
| FY24                      | \$2.4  |
| FY25                      | \$2.4  |
| FY26                      | \$2.4  |
| FY27                      | \$2.4  |
| FY28                      | \$2.4  |
| 6-Year Total (FY23-FY28)  | \$14.1 |
| 10-Year Total (FY23-FY32) | \$23.5 |
| Beyond FY32               | TBD    |

# Structural Rehabilitation - Package A (CIP0348)

**Initiative Type:** Project

**Category:** Track and Structures Rehabilitation

**Location:** Systemwide

**Mode:** Rail

**Program:** Structures

**Federal Participation (all years):** Yes

## Description

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



## Expected Outcome

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

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will complete structural rehabilitation of Minnesota Avenue aerial structure, Grosvenor aerial structure, and 6 segmental bridges. The segmental bridges are located at Cameron Run, Eisenhower Avenue, South Van Dorn Street, Naylor Road, and two at Branch Avenue.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$10.1 |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$0.0  |
| Reimbursable           | \$0.0  |
| Debt                   | \$19.9 |

| Investments                           | (\$M)  |
|---------------------------------------|--------|
| Expenditure Life to Date (up to FY22) | \$6.4  |
| FY22 Forecast                         | \$53.9 |
| Planned Investments                   | (\$M)  |
| FY23                                  | \$30.1 |
| FY24                                  | \$4.9  |
| FY25                                  | \$0.0  |
| FY26                                  | \$0.0  |
| FY27                                  | \$0.0  |
| FY28                                  | \$0.0  |
| 6-Year Total (FY23-FY28)              | \$35.0 |
| 10-Year Total (FY23-FY32)             | \$35.0 |
| Beyond FY32                           | \$0.0  |
| Total Estimated Investment            | \$95.3 |

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



# Yellow Line Tunnel and Bridge Rehabilitation (CIP0349)

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

**Mode:** Rail  
**Program:** Structures  
**Federal Participation (all years):** 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will begin rehabilitation of the steel tunnel liner on the Yellow Line between L'Enfant Station and the Potomac River bridge, structural repairs of the Potomac River Bridge, and upgrade to drainage pumping systems.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)   |
|------------------------|---------|
| Federal Grants         | \$0.0   |
| PRIIA/RSI Grants       | \$0.0   |
| System Performance     | \$0.0   |
| Dedicated Funding      | \$0.0   |
| Reimbursable           | \$0.0   |
| Debt                   | \$208.7 |

| Investments                           | (\$M)   |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY22) | \$2.8   |
| FY22 Forecast                         | \$28.5  |
| Planned Investments                   | (\$M)   |
| FY23                                  | \$208.7 |
| FY24                                  | \$21.1  |
| FY25                                  | \$0.0   |
| FY26                                  | \$0.0   |
| FY27                                  | \$0.0   |
| FY28                                  | \$0.0   |
| 6-Year Total (FY23-FY28)              | \$229.8 |
| 10-Year Total (FY23-FY32)             | \$229.8 |
| Beyond FY32                           | \$0.0   |
| Total Estimated Investment            | \$261.1 |

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

# 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):** TBD

## Description

This program replaces or rehabilitates platform canopies at various Metrorail stations to maintain them 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will complete canopy rehabilitation at Twinbrook Station, and plan next phase of rehabs based on completed systemwide assessment and prioritization of station platform canopies.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

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

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$3.1  |
| Planned Investments       | (\$M)  |
| FY23                      | \$0.0  |
| FY24                      | \$5.0  |
| FY25                      | \$5.0  |
| FY26                      | \$5.0  |
| FY27                      | \$5.0  |
| FY28                      | \$5.0  |
| 6-Year Total (FY23-FY28)  | \$25.0 |
| 10-Year Total (FY23-FY32) | \$45.0 |
| Beyond FY32               | TBD    |

# ePerformance and eCompensation Upgrades (CIP0354)

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

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

## Description

This project develops and deploys new modules for ePerformance and eCompensation, including the design, requirements, development, testing, and deployment of these modules.



## Expected Outcome

Aligns organizational resources and systems for employee performance to improve analysis of performance-related metrics and increase options for data-driven gap analysis. Improves compensation programs for employees through planning, administration, and reporting activities.

## Strategic Drivers



## Near Term Deliverables

Begin and complete the requirements, design, development, testing and deployment cycle for the next user community (L689 and L922) for the employee performance and compensation application.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

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

| Investments                             | (\$M)   |
|---|---------|
| Expenditure Life to Date (up to FY22)   | \$0.0   |
| FY22 Forecast                           | \$0.9   |
| Planned Investments                     | (\$M)   |
| FY23                                    | \$0.7   |
| FY24                                    | \$1.0   |
| FY25                                    | \$0.0   |
| FY26                                    | \$0.0   |
| FY27                                    | \$0.0   |
| FY28                                    | \$0.0   |
| 6-Year Total (FY23-FY28)                | \$1.7   |
| 10-Year Total (FY23-FY32)               | \$1.7   |
| Beyond FY32                             | \$0.0   |
| Total Estimated Investment              | \$2.6   |
| Total Est. Investment Change from Prior | \$-24.5 |
| Primary Reason: Scope moved to CIP0331. |         |

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

# Zero Emission Bus Acquisition and Evaluation (CIP0355)

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

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

## Description

This project purchases electric buses and evaluates the 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 are expected to bring value by reducing local air pollution, providing a quieter, smoother ride and supporting a more livable region.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

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

## Cost (\$M)

| Investments                           | (\$M)  |
|---------------------------------------|--------|
| Expenditure Life to Date (up to FY22) | \$0.0  |
| FY22 Forecast                         | \$11.6 |
| Planned Investments                   | (\$M)  |
| FY23                                  | \$12.2 |
| FY24                                  | \$3.3  |
| FY25                                  | \$0.0  |
| FY26                                  | \$0.0  |
| FY27                                  | \$0.0  |
| FY28                                  | \$0.0  |
| 6-Year Total (FY23-FY28)              | \$15.5 |
| 10-Year Total (FY23-FY32)             | \$15.5 |
| Beyond FY32                           | \$0.0  |
| Total Estimated Investment            | \$27.1 |

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$10.2 |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$0.0  |
| Reimbursable           | \$0.0  |
| Debt                   | \$2.0  |

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



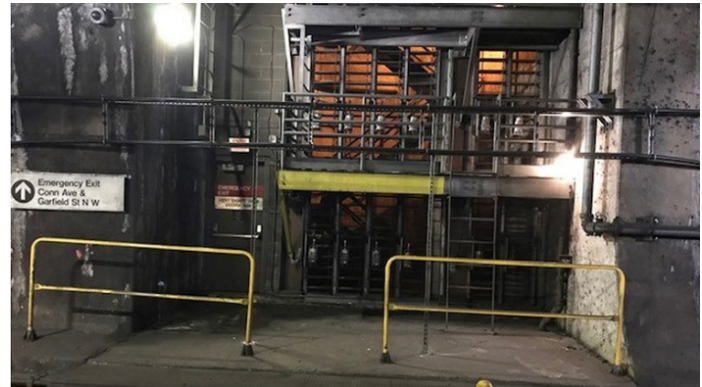
# Tunnel Ventilation Improvements - Red Line Pilot (CIP0356)

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

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

## Description

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



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will complete the Red-Line pilot and evaluate its effectiveness while considering system wide tunnel ventilation improvements.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$0.0  |
| Reimbursable           | \$0.0  |
| Debt                   | \$12.6 |

| Investments                           | (\$M)  |
|---------------------------------------|--------|
| Expenditure Life to Date (up to FY22) | \$4.8  |
| FY22 Forecast                         | \$40.5 |
| Planned Investments                   | (\$M)  |
| FY23                                  | \$12.6 |
| FY24                                  | \$0.0  |
| FY25                                  | \$0.0  |
| FY26                                  | \$0.0  |
| FY27                                  | \$0.0  |
| FY28                                  | \$0.0  |
| 6-Year Total (FY23-FY28)              | \$12.6 |
| 10-Year Total (FY23-FY32)             | \$12.6 |
| Beyond FY32                           | \$0.0  |
| Total Estimated Investment            | \$57.9 |

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

# Cybersecurity Legacy Software Improvements (CIP0357)

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

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

## Description

This project will improve, maintain and upgrade applications to improve cybersecurity.



## Expected Outcome

Protects Metro IT systems from cybersecurity risks through direct improvements, maintenance and upgrade of existing systems and technologies across the system.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

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

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$3.7 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments                           | (\$M) |
|---------------------------------------|-------|
| Expenditure Life to Date (up to FY22) | \$0.0 |
| FY22 Forecast                         | \$3.7 |
| Planned Investments                   | (\$M) |
| FY23                                  | \$3.7 |
| FY24                                  | \$0.0 |
| FY25                                  | \$0.0 |
| FY26                                  | \$0.0 |
| FY27                                  | \$0.0 |
| FY28                                  | \$0.0 |
| 6-Year Total (FY23-FY28)              | \$3.7 |
| 10-Year Total (FY23-FY32)             | \$3.7 |
| Beyond FY32                           | \$0.0 |
| Total Estimated Investment            | \$7.4 |

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

# Business Systems State of Good Repair (CIP0358)

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

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

## Description

This program supports state of good repair activities for critical business applications including web applications, timekeeping and enterprise resource planning (ERP) systems.



## Expected Outcome

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

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

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

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$19.7 |
| Dedicated Funding      | \$0.0  |
| Reimbursable           | \$0.0  |
| Debt                   | \$0.0  |

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$0.0   |
| Planned Investments       | (\$M)   |
| FY23                      | \$19.7  |
| FY24                      | \$18.5  |
| FY25                      | \$16.0  |
| FY26                      | \$16.4  |
| FY27                      | \$16.8  |
| FY28                      | \$17.2  |
| 6-Year Total (FY23-FY28)  | \$104.5 |
| 10-Year Total (FY23-FY32) | \$178.0 |
| Beyond FY32               | TBD     |

# Enterprise Technology Platforms State of Good Repair (CIP0359)

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

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

## Description

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



## Expected Outcome

This program supports tools and applications, as well as other shared services, utilized by both the Metro Business and Transit teams for their day-to-day sustainment operations.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

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

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$5.7 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$0.0  |
| Planned Investments       | (\$M)  |
| FY23                      | \$5.7  |
| FY24                      | \$5.2  |
| FY25                      | \$4.8  |
| FY26                      | \$4.9  |
| FY27                      | \$5.0  |
| FY28                      | \$5.2  |
| 6-Year Total (FY23-FY28)  | \$30.8 |
| 10-Year Total (FY23-FY32) | \$53.2 |
| Beyond FY32               | TBD    |



# Transit Systems State of Good Repair (CIP0360)

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

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

## Description

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



## Expected Outcome

Metro will continue to support the customer-facing services and related applications. This includes support for MTPD, Safety, Asset Management related to engineering and infrastructure assets, Geographic information system, Fare Collection, and other customer-facing websites.

## Strategic Drivers



## Near Term Deliverables

Metro will continue maintaining and improving the Advanced Information Management platform that provides automated operational support for the Rail system, Passenger Information Display (PIDS), Rail Station Bus Information display (RSBI), CAD/RMS support for MTPD (Metro Police), Safety Measurement System, and Asset Management applications for documenting and tracking engineering and infrastructure assets.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$15.5 |
| Dedicated Funding      | \$0.0  |
| Reimbursable           | \$0.0  |
| Debt                   | \$0.0  |

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$0.0   |
| Planned Investments       | (\$M)   |
| FY23                      | \$15.5  |
| FY24                      | \$14.5  |
| FY25                      | \$13.3  |
| FY26                      | \$13.7  |
| FY27                      | \$14.1  |
| FY28                      | \$14.5  |
| 6-Year Total (FY23-FY28)  | \$85.7  |
| 10-Year Total (FY23-FY32) | \$148.4 |
| Beyond FY32               | TBD     |

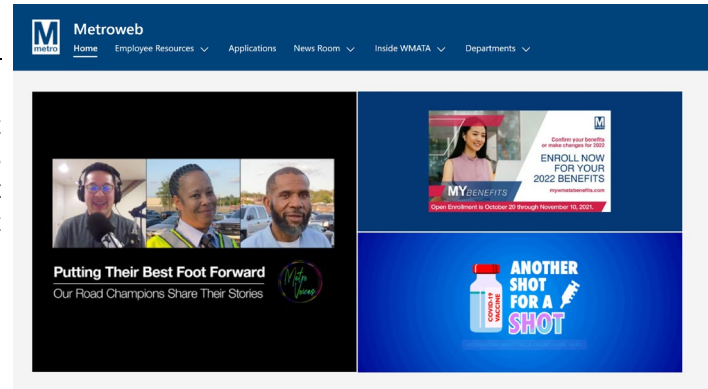
# Service Oriented Architecture (SOA) Program (CIP0361)

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

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

## Description

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



## Expected Outcome

SOA offers flexibility by providing infrastructure automation and tools, thereby achieving a reduction in integration costs, as well as their efficient and effective coordination. SOA architecture enables IT structures to align to business goals.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will continue maintaining and improving its SOA services and systems to meet operating and business requirements.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$1.3 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$0.0  |
| Planned Investments       | (\$M)  |
| FY23                      | \$1.3  |
| FY24                      | \$1.2  |
| FY25                      | \$1.1  |
| FY26                      | \$1.1  |
| FY27                      | \$1.2  |
| FY28                      | \$1.2  |
| 6-Year Total (FY23-FY28)  | \$7.2  |
| 10-Year Total (FY23-FY32) | \$12.4 |
| Beyond FY32               | TBD    |

# Cyber Security (CIP0363)

**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 cybersecurity software applications.



## Expected Outcome

Provides continuity of operations and data security of software applications.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will continue maintaining and improving cybersecurity software applications to meet operating and business requirements.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.4 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M) |
|---------------------------|-------|
| FY22 Forecast             | \$0.0 |
| Planned Investments       | (\$M) |
| FY23                      | \$0.4 |
| FY24                      | \$0.5 |
| FY25                      | \$0.5 |
| FY26                      | \$0.0 |
| FY27                      | \$0.0 |
| FY28                      | \$0.0 |
| 6-Year Total (FY23-FY28)  | \$1.4 |
| 10-Year Total (FY23-FY32) | \$1.4 |
| Beyond FY32               | TBD   |

# Structural Rehabilitation – Package B (CIP0370)

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

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

## Description

This project rehabilitates bridges and aerial structures.



## Expected Outcome

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

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

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

## Anticipated Funding Sources (\$M)

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

## Cost (\$M)

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

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



# West Falls Church Development (CIP0371)

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

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

## Description

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



## Expected Outcome

Increase ridership and improve station access and the customer experience.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Begin design and development.

## Cost (\$M)

| Investments                           | (\$M)  |
|---------------------------------------|--------|
| Expenditure Life to Date (up to FY22) | \$0.0  |
| FY22 Forecast                         | \$0.0  |
| Planned Investments                   | (\$M)  |
| FY23                                  | \$0.1  |
| FY24                                  | \$0.5  |
| FY25                                  | \$5.0  |
| FY26                                  | \$9.0  |
| FY27                                  | \$0.0  |
| FY28                                  | \$0.0  |
| 6-Year Total (FY23-FY28)              | \$14.6 |
| 10-Year Total (FY23-FY32)             | \$14.6 |
| Beyond FY32                           | \$0.0  |
| Total Estimated Investment            | \$14.6 |

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.1 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

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

# Station Revitalization (CIP0372)

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

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

## Description

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

## Expected Outcome

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



## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Design and initiate contracting for these improvements.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

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

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

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

# D&E Railcar Acquisition (CIP8001)

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

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

## 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 poorest performing vehicles.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

No planned deliverables in FY2023. Project will resume in FY2024 to update the Rail Fleet Plan.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

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

| Investments               | (\$M) |
|---------------------------|-------|
| FY22 Forecast             | \$0.0 |
| Planned Investments       | (\$M) |
| FY23                      | \$0.0 |
| FY24                      | \$0.5 |
| FY25                      | \$0.8 |
| FY26                      | \$0.0 |
| FY27                      | \$0.0 |
| FY28                      | \$0.5 |
| 6-Year Total (FY23-FY28)  | \$1.8 |
| 10-Year Total (FY23-FY32) | \$1.8 |
| Beyond FY32               | TBD   |

# D&E Railcar Maint/Overhaul (CIP8003)

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

**Mode:** Rail  
**Program:** Maintenance/Overhaul  
**Federal Participation (all years):** No

## Description

This program provides surveys, studies, engineering, and design tasks to support new railcar reliability maintenance and overhaul efforts.



## Expected Outcome

Supports efforts to develop and prioritize projects related to maintenance and overhaul needs to improve railcar fleet reliability and safety. This work maintains railcar fleet in a state of good repair to prevent future safety and reliability concerns.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Planning for future work.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

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

| Investments               | (\$M) |
|---------------------------|-------|
| FY22 Forecast             | \$0.0 |
| Planned Investments       | (\$M) |
| FY23                      | \$0.0 |
| FY24                      | \$0.0 |
| FY25                      | \$2.5 |
| FY26                      | \$2.5 |
| FY27                      | \$0.0 |
| FY28                      | \$0.1 |
| 6-Year Total (FY23-FY28)  | \$5.1 |
| 10-Year Total (FY23-FY32) | \$5.1 |
| Beyond FY32               | TBD   |



# 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):** No

## 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will complete assessments of rail yard needs to determine state of good repair requirements, possibilities for expansion or optimization of space within the rail yards, investments needed to optimize the delivery of rail service for each yard, and opportunities to expand rail yard capacity to meet future demand.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.5 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$0.5   |
| Planned Investments       | (\$M)   |
| FY23                      | \$0.5   |
| FY24                      | \$0.5   |
| FY25                      | \$0.3   |
| FY26                      | \$0.0   |
| FY27                      | \$1.0   |
| FY28                      | \$15.0  |
| 6-Year Total (FY23-FY28)  | \$17.2  |
| 10-Year Total (FY23-FY32) | \$241.2 |
| Beyond FY32               | TBD     |

# 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will develop the Red Tag equipment implementation plan and design, system-wide. Metro will also continue work to advance the Breaking energy assessment.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.5 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M) |
|---------------------------|-------|
| FY22 Forecast             | \$0.6 |
| Planned Investments       | (\$M) |
| FY23                      | \$0.5 |
| FY24                      | \$1.1 |
| FY25                      | \$1.2 |
| FY26                      | \$0.2 |
| FY27                      | \$1.2 |
| FY28                      | \$0.2 |
| 6-Year Total (FY23-FY28)  | \$4.3 |
| 10-Year Total (FY23-FY32) | \$4.3 |
| Beyond FY32               | TBD   |

# Future Traction Power Projects (CIP8008)

**Initiative Type:** Program  
**Category:** Rail Systems  
**Location:** Systemwide

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

## Description

This program identifies new traction power investment needs with the potential to develop into future projects based on outcomes of the development and evaluation process.



## Expected Outcome

Identifies potential future investments as developments and evaluation efforts are undertaken to assess alternatives.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

No planned deliverables in FY2023.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

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

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$0.0   |
| Planned Investments       | (\$M)   |
| FY23                      | \$0.0   |
| FY24                      | \$0.0   |
| FY25                      | \$10.9  |
| FY26                      | \$5.7   |
| FY27                      | \$26.6  |
| FY28                      | \$24.3  |
| 6-Year Total (FY23-FY28)  | \$67.4  |
| 10-Year Total (FY23-FY32) | \$249.5 |
| Beyond FY32               | \$127.0 |

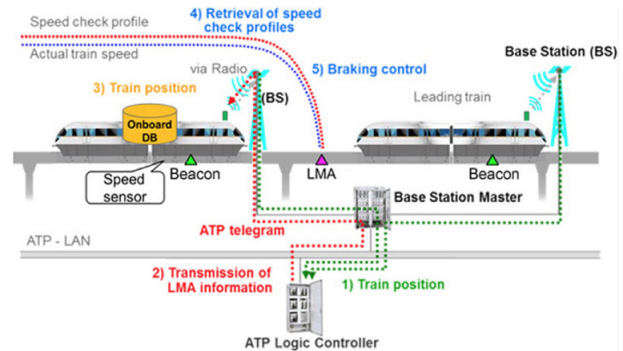
# Future Signals and Communications Improvements (CIP8010)

**Initiative Type:** Program  
**Category:** Rail Systems  
**Location:** Systemwide

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

## Description

This program identifies new signals and communications investment needs with the potential to develop into future projects based on outcomes of the development and evaluation process.



## Expected Outcome

Identifies potential future investments as developments and evaluation efforts are undertaken to assess alternatives.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

No planned deliverables in FY2023.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

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

| Investments               | (\$M)     |
|---------------------------|-----------|
| FY22 Forecast             | \$0.0     |
| Planned Investments       | (\$M)     |
| FY23                      | \$0.0     |
| FY24                      | \$0.0     |
| FY25                      | \$0.0     |
| FY26                      | \$5.0     |
| FY27                      | \$8.0     |
| FY28                      | \$10.0    |
| 6-Year Total (FY23-FY28)  | \$23.0    |
| 10-Year Total (FY23-FY32) | \$143.0   |
| Beyond FY32               | \$2,130.0 |



# 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will pilot composite ties and study restraining rail and turnout designs.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

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

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$0.8  |
| Planned Investments       | (\$M)  |
| FY23                      | \$0.0  |
| FY24                      | \$1.7  |
| FY25                      | \$0.0  |
| FY26                      | \$1.5  |
| FY27                      | \$0.0  |
| FY28                      | \$10.6 |
| 6-Year Total (FY23-FY28)  | \$13.8 |
| 10-Year Total (FY23-FY32) | \$29.8 |
| Beyond FY32               | TBD    |

# 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 Drivers



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. Also, completing design for extending pocket track at D&G junction.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$2.8 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$3.6  |
| Planned Investments       | (\$M)  |
| FY23                      | \$2.8  |
| FY24                      | \$3.4  |
| FY25                      | \$3.1  |
| FY26                      | \$2.0  |
| FY27                      | \$7.4  |
| FY28                      | \$19.9 |
| 6-Year Total (FY23-FY28)  | \$38.5 |
| 10-Year Total (FY23-FY32) | \$84.0 |
| Beyond FY32               | TBD    |

# Future Track and Structures Improvements (CIP8014)

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

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

## Description

This program identifies new track and structures investment needs with the potential to develop into future projects based on outcomes of the development and evaluation process.



## Expected Outcome

Identifies potential future investments as developments and evaluation efforts are undertaken to assess alternatives.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

No planned deliverables in FY2023.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

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

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$0.0  |
| Planned Investments       | (\$M)  |
| FY23                      | \$0.0  |
| FY24                      | \$7.0  |
| FY25                      | \$9.6  |
| FY26                      | \$5.0  |
| FY27                      | \$5.0  |
| FY28                      | \$10.0 |
| 6-Year Total (FY23-FY28)  | \$36.6 |
| 10-Year Total (FY23-FY32) | \$95.6 |
| Beyond FY32               | \$87.0 |

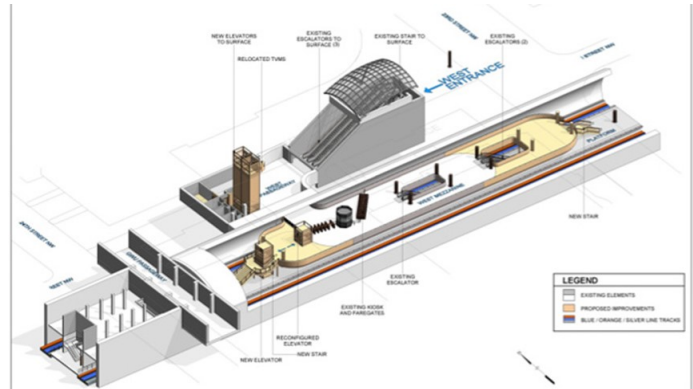
# D&E Rail Station Improvements (CIP8015)

**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 Drivers



## Near Term Deliverables

Metro will advance station facility improvement studies for Columbia Heights and Federal Triangle. Metro will also complete capital improvements required for the solar site leases throughout the region, and conceptual design for station restroom and breakdown improvements.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$4.2 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$2.3  |
| Planned Investments       | (\$M)  |
| FY23                      | \$4.2  |
| FY24                      | \$10.1 |
| FY25                      | \$3.8  |
| FY26                      | \$3.0  |
| FY27                      | \$3.9  |
| FY28                      | \$0.1  |
| 6-Year Total (FY23-FY28)  | \$25.0 |
| 10-Year Total (FY23-FY32) | \$25.0 |
| Beyond FY32               | TBD    |



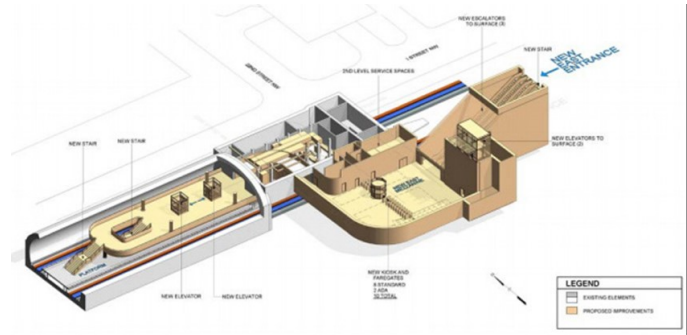
# Future Platforms & Structures (CIP8016)

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

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

## Description

This program provides surveys, studies, engineering, and designs to support platform and structures improvement efforts that may lead to future capital initiatives.



Foggy Bottom In-progress Model of Station Enhancements

## Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging needs before committing to larger future investments.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

No planned deliverables in FY2023.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

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

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$0.0   |
| Planned Investments       | (\$M)   |
| FY23                      | \$0.0   |
| FY24                      | \$0.0   |
| FY25                      | \$2.0   |
| FY26                      | \$7.7   |
| FY27                      | \$15.0  |
| FY28                      | \$57.0  |
| 6-Year Total (FY23-FY28)  | \$81.7  |
| 10-Year Total (FY23-FY32) | \$291.5 |
| Beyond FY32               | \$875.0 |

# D&E Passenger Facility Improvements (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.



## Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging needs before committing to larger investments.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will continue evaluation of implementation strategy for systemwide upgrades to the Passenger Information Display System.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.5 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$1.1  |
| Planned Investments       | (\$M)  |
| FY23                      | \$0.5  |
| FY24                      | \$5.0  |
| FY25                      | \$5.3  |
| FY26                      | \$11.8 |
| FY27                      | \$15.7 |
| FY28                      | \$7.0  |
| 6-Year Total (FY23-FY28)  | \$45.4 |
| 10-Year Total (FY23-FY32) | \$88.4 |
| Beyond FY32               | TBD    |

# 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. Metro will evaluate the feasibility 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will advance design package development for future Zero Emissions Bus garages.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.2 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M) |
|---------------------------|-------|
| FY22 Forecast             | \$0.3 |
| Planned Investments       | (\$M) |
| FY23                      | \$0.2 |
| FY24                      | \$0.3 |
| FY25                      | \$0.8 |
| FY26                      | \$0.0 |
| FY27                      | \$2.5 |
| FY28                      | \$1.5 |
| 6-Year Total (FY23-FY28)  | \$5.2 |
| 10-Year Total (FY23-FY32) | \$6.2 |
| Beyond FY32               | TBD   |

# Future Bus & Paratransit (CIP8022)

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

**Mode:** Bus  
**Program:** Acquisition  
**Federal Participation (all years):** No

## Description

This program supports the development of future bus and paratransit vehicle acquisition to address identified needs. This program also supports future purchases of Zero Emissions Buses (ZEB) and associated bus infrastructure equipment to support an electric bus fleet.



## Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging needs before committing to larger future investments.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Planning for future bus and paratransit needs.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

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

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$0.0   |
| Planned Investments       | (\$M)   |
| FY23                      | \$0.0   |
| FY24                      | \$0.0   |
| FY25                      | \$0.0   |
| FY26                      | \$0.0   |
| FY27                      | \$30.0  |
| FY28                      | \$60.0  |
| 6-Year Total (FY23-FY28)  | \$90.0  |
| 10-Year Total (FY23-FY32) | \$191.5 |
| Beyond FY32               | TBD     |



# Future Bus Maint/Overhaul Proj (CIP8024)

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

**Mode:** Systemwide  
**Program:** Maintenance/Overhaul  
**Federal Participation (all years):** No

## Description

This program supports the development of converting future bus maintenance facilities to meet the needs of maintaining an electric bus fleet. This program also supports future needs related to planning, training and operational support for Zero Emissions Buses.



## Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging needs before committing to larger future investments.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

No deliverables planned for FY2023.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

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

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$0.0   |
| Planned Investments       | (\$M)   |
| FY23                      | \$0.0   |
| FY24                      | \$0.3   |
| FY25                      | \$5.3   |
| FY26                      | \$5.3   |
| FY27                      | \$5.3   |
| FY28                      | \$5.0   |
| 6-Year Total (FY23-FY28)  | \$21.0  |
| 10-Year Total (FY23-FY32) | \$467.1 |
| Beyond FY32               | TBD     |

# 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):** No

## 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will evaluate the need to renovate bus training space and new parking garage at Carmen Turner Facility, and assess improvements to Landover Bus Division training facility.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.2 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M) |
|---------------------------|-------|
| FY22 Forecast             | \$0.5 |
| Planned Investments       | (\$M) |
| FY23                      | \$0.2 |
| FY24                      | \$0.4 |
| FY25                      | \$0.3 |
| FY26                      | \$0.0 |
| FY27                      | \$0.0 |
| FY28                      | \$0.0 |
| 6-Year Total (FY23-FY28)  | \$0.8 |
| 10-Year Total (FY23-FY32) | \$0.8 |
| Beyond FY32               | TBD   |

# Future Bus Maintenance Facilities (CIP8026)

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

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

## Description

This program identifies new bus maintenance facility investment needs with the potential to develop into future projects based on outcomes of the development and evaluation process.



## Expected Outcome

Identifies potential future investments as developments and evaluation efforts are undertaken to assess alternatives.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Continue the National Environmental Policy Act (NEPA) process for Western Bus Garage replacement.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.5 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$0.0   |
| Planned Investments       | (\$M)   |
| FY23                      | \$0.5   |
| FY24                      | \$2.3   |
| FY25                      | \$1.2   |
| FY26                      | \$11.0  |
| FY27                      | \$30.0  |
| FY28                      | \$24.9  |
| 6-Year Total (FY23-FY28)  | \$69.8  |
| 10-Year Total (FY23-FY32) | \$777.9 |
| Beyond FY32               | TBD     |

# 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):** No

## 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

No planned deliverables in FY2023.

## Cost (\$M)

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$0.0  |
| Planned Investments       | (\$M)  |
| FY23                      | \$0.0  |
| FY24                      | \$0.0  |
| FY25                      | \$0.0  |
| FY26                      | \$0.6  |
| FY27                      | \$11.0 |
| FY28                      | \$11.5 |
| 6-Year Total (FY23-FY28)  | \$23.1 |
| 10-Year Total (FY23-FY32) | \$31.1 |
| Beyond FY32               | TBD    |

## Anticipated Funding Sources (\$M)

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



# D&E Information Technology Improvements (CIP8029)

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

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

## Description

This program identifies emerging information technology needs and develops and evaluates potential capital initiatives.



## Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging information technology needs before committing to larger investments.

## Strategic Drivers



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, Enterprise Identity and Access Management (EIAM) and Internet of Things (IoT) Pilot.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$18.2 |
| Dedicated Funding      | \$0.0  |
| Reimbursable           | \$0.0  |
| Debt                   | \$0.0  |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$11.9 |
| Planned Investments       | (\$M)  |
| FY23                      | \$18.2 |
| FY24                      | \$11.1 |
| FY25                      | \$3.0  |
| FY26                      | \$2.0  |
| FY27                      | \$1.0  |
| FY28                      | \$1.0  |
| 6-Year Total (FY23-FY28)  | \$36.3 |
| 10-Year Total (FY23-FY32) | \$40.3 |
| Beyond FY32               | TBD    |

# Future Information Technology Projects (CIP8030)

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

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

## Description

This program identifies new information technology investments needs with the potential to develop into future projects based on outcomes of the development and evaluation process.



## Expected Outcome

Identifies potential future investments as development and evaluation efforts are undertaken to assess alternatives.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will develop solutions for emerging information technology needs.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

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

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$0.0   |
| Planned Investments       | (\$M)   |
| FY23                      | \$0.0   |
| FY24                      | \$2.4   |
| FY25                      | \$18.4  |
| FY26                      | \$17.6  |
| FY27                      | \$8.3   |
| FY28                      | \$13.9  |
| 6-Year Total (FY23-FY28)  | \$60.7  |
| 10-Year Total (FY23-FY32) | \$105.3 |
| Beyond FY32               | TBD     |

# Future Metro Transit Police Projects (CIP8032)

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

**Mode:** Systemwide  
**Program:** MTPD  
**Federal Participation (all years):** No

## Description

This program identifies new Metro Transit Police investment needs with the potential to develop into future projects based on outcomes of the development and evaluation process.



## Expected Outcome

Identifies potential future investments as developments and evaluation efforts are undertaken to assess alternatives.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

No planned activity in FY2023.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

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

| Investments               | (\$M)   |
|---------------------------|---------|
| FY22 Forecast             | \$0.0   |
| Planned Investments       | (\$M)   |
| FY23                      | \$0.0   |
| FY24                      | \$2.2   |
| FY25                      | \$3.2   |
| FY26                      | \$3.2   |
| FY27                      | \$6.0   |
| FY28                      | \$5.0   |
| 6-Year Total (FY23-FY28)  | \$19.5  |
| 10-Year Total (FY23-FY32) | \$165.4 |
| Beyond FY32               | TBD     |

# 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 support systems.



## Expected Outcome

Supports efforts to develop and evaluate potential solutions to emerging needs before committing to larger investments.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

No planned deliverables in FY2023. Metro will continue initiatives in out-years of capital program.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

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

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$0.5  |
| Planned Investments       | (\$M)  |
| FY23                      | \$0.0  |
| FY24                      | \$0.7  |
| FY25                      | \$0.0  |
| FY26                      | \$0.0  |
| FY27                      | \$0.0  |
| FY28                      | \$2.1  |
| 6-Year Total (FY23-FY28)  | \$2.7  |
| 10-Year Total (FY23-FY32) | \$48.3 |
| Beyond FY32               | TBD    |



# Future Support Equipment Projects (CIP8034)

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

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

## Description

This program identifies new equipment and services investment needs with the potential to develop into future projects based on outcomes of the development and evaluation process.



## Expected Outcome

Identifies potential future investments as development and evaluation efforts are undertaken to assess alternatives.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will purchase medical equipment for the Occupational Health and Wellness Department.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.5 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.0 |
| Debt                   | \$0.0 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$0.3  |
| Planned Investments       | (\$M)  |
| FY23                      | \$0.5  |
| FY24                      | \$0.5  |
| FY25                      | \$0.5  |
| FY26                      | \$0.5  |
| FY27                      | \$0.5  |
| FY28                      | \$13.5 |
| 6-Year Total (FY23-FY28)  | \$16.0 |
| 10-Year Total (FY23-FY32) | \$18.0 |
| Beyond FY32               | TBD    |

# 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will begin development and evaluation of station improvements at Farragut West, and bus transfer improvements at Anacostia Station. 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)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$1.1 |
| Debt                   | \$0.0 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$1.8  |
| Planned Investments       | (\$M)  |
| FY23                      | \$1.1  |
| FY24                      | \$1.0  |
| FY25                      | \$1.0  |
| FY26                      | \$1.0  |
| FY27                      | \$1.0  |
| FY28                      | \$1.0  |
| 6-Year Total (FY23-FY28)  | \$6.1  |
| 10-Year Total (FY23-FY32) | \$10.1 |
| Beyond FY32               | TBD    |

# 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will continue development and evaluation of station improvements at Bethesda and Twinbrook. Metro will also continue, planning requirements for other station passenger circulation improvements, joint developments, and bus facilities as requested by localities in Maryland.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$0.9 |
| Debt                   | \$0.0 |

| Investments               | (\$M) |
|---------------------------|-------|
| FY22 Forecast             | \$1.8 |
| Planned Investments       | (\$M) |
| FY23                      | \$0.9 |
| FY24                      | \$1.0 |
| FY25                      | \$1.0 |
| FY26                      | \$1.0 |
| FY27                      | \$1.0 |
| FY28                      | \$1.0 |
| 6-Year Total (FY23-FY28)  | \$5.9 |
| 10-Year Total (FY23-FY32) | \$9.9 |
| Beyond FY32               | TBD   |

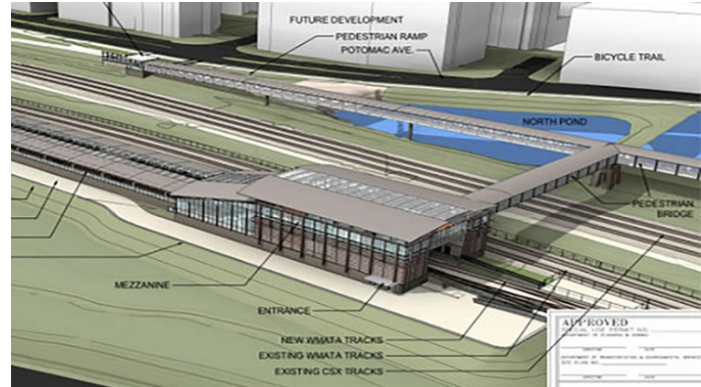
# Potomac Yard Station Construction (CRB0013)

**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 the City of Alexandria and the surrounding community.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will complete construction of the South Access Pavilion, retaining wall, and restoration of wetlands. Station is expected to open for passenger service in FY2023.

## Cost (\$M)

| Investments                           | (\$M)   |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY22) | \$170.3 |
| FY22 Forecast                         | \$118.7 |
| Planned Investments                   | (\$M)   |
| FY23                                  | \$32.2  |
| FY24                                  | \$19.4  |
| FY25                                  | \$0.0   |
| FY26                                  | \$0.0   |
| FY27                                  | \$0.0   |
| FY28                                  | \$0.0   |
| 6-Year Total (FY23-FY28)              | \$51.6  |
| 10-Year Total (FY23-FY32)             | \$51.6  |
| Beyond FY32                           | \$0.0   |
| Total Estimated Investment            | \$340.6 |

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M)  |
|------------------------|--------|
| Federal Grants         | \$0.0  |
| PRIIA/RSI Grants       | \$0.0  |
| System Performance     | \$0.0  |
| Dedicated Funding      | \$0.0  |
| Reimbursable           | \$32.2 |
| Debt                   | \$0.0  |

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



# 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will begin development and evaluation of station improvements at Pentagon City. Metro will coordinate and begin planning requirements for other station passenger circulation improvements, joint developments, and bus facilities as requested by localities in Virginia.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$1.1 |
| Debt                   | \$0.0 |

| Investments               | (\$M)  |
|---------------------------|--------|
| FY22 Forecast             | \$1.8  |
| Planned Investments       | (\$M)  |
| FY23                      | \$1.1  |
| FY24                      | \$1.0  |
| FY25                      | \$1.0  |
| FY26                      | \$1.0  |
| FY27                      | \$1.0  |
| FY28                      | \$1.0  |
| 6-Year Total (FY23-FY28)  | \$6.1  |
| 10-Year Total (FY23-FY32) | \$10.1 |
| Beyond FY32               | TBD    |



# Silver Line Phase 1 Railcars (CRB0019\_19)

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

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

## Description

This project acquires 64 new 7000 series railcars for phase 1 construction of the Silver Line. The railcars are funded by the Metropolitan Washington Airports Authority.



## Expected Outcome

Provides additional railcars necessary for the phase 1 portion of the new Silver Line rail service. All railcars have been received.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will achieve final acceptance of user education program, manuals, spare parts catalogs, portable bench testing equipment, and as-builts for base order railcars.

## Cost (\$M)

| Investments                           | (\$M)  |
|---------------------------------------|--------|
| Expenditure Life to Date (up to FY22) | \$0.0  |
| FY22 Forecast                         | \$5.5  |
| Planned Investments                   | (\$M)  |
| FY23                                  | \$5.5  |
| FY24                                  | \$0.0  |
| FY25                                  | \$0.0  |
| FY26                                  | \$0.0  |
| FY27                                  | \$16.7 |
| FY28                                  | \$0.0  |
| 6-Year Total (FY23-FY28)              | \$22.2 |
| 10-Year Total (FY23-FY32)             | \$22.2 |
| Beyond FY32                           | \$0.0  |
| Total Estimated Investment            | \$27.7 |

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$5.5 |
| Debt                   | \$0.0 |

| Fiscal Year                     | FY22 | FY23 | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Development and Evaluation      |      |      |      |      |      |      |      |      |      |      |      |
| Implementation and Construction | ✓    |      |      |      |      | ✓    |      |      |      |      |      |
| 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):** No

## Description

This project supports Phase 2 construction, integration, and infrastructure improvements for the Silver Line extension 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 Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will begin passenger service at six new stations.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$3.3 |
| Debt                   | \$0.0 |

| Investments                           | (\$M)   |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY22) | \$122.1 |
| FY22 Forecast                         | \$22.1  |
| Planned Investments                   | (\$M)   |
| FY23                                  | \$3.3   |
| FY24                                  | \$0.0   |
| FY25                                  | \$0.0   |
| FY26                                  | \$0.0   |
| FY27                                  | \$0.0   |
| FY28                                  | \$0.0   |
| 6-Year Total (FY23-FY28)              | \$3.3   |
| 10-Year Total (FY23-FY32)             | \$3.3   |
| Beyond FY32                           | \$0.0   |
| Total Estimated Investment            | \$147.5 |

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

# Silver Line Phase 2 Railcars (CRB0020\_01)

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

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

## Description

This project acquires 64 new 7000 series railcars for phase 2 construction of the Silver Line. The railcars are funded by the Metropolitan Washington Airports Authority.



## Expected Outcome

Provides additional railcars necessary for the phase 2 portion of the new Silver Line rail service. All railcars have been received.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will complete 5-year warranty milestone payments for 64 Option 1 railcars.

## Cost (\$M)

| Investments                           | (\$M)   |
|---------------------------------------|---------|
| Expenditure Life to Date (up to FY22) | \$136.1 |
| FY22 Forecast                         | \$0.0   |
| Planned Investments                   | (\$M)   |
| FY23                                  | \$1.2   |
| FY24                                  | \$0.0   |
| FY25                                  | \$0.0   |
| FY26                                  | \$0.0   |
| FY27                                  | \$15.3  |
| FY28                                  | \$0.0   |
| 6-Year Total (FY23-FY28)              | \$16.5  |
| 10-Year Total (FY23-FY32)             | \$16.5  |
| Beyond FY32                           | \$0.0   |
| Total Estimated Investment            | \$152.6 |

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$1.2 |
| Debt                   | \$0.0 |

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

# Purple Line Construction Support (CRB0127)

**Initiative Type:** Project  
**Category:** Stations and Passenger Facilities  
**Location:** Maryland

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

## Description

This project supports the Purple Line, a 16-mile light rail transit line extending from Bethesda to New Carrollton. The Maryland Transit Administration (MTA) is managing and funding the development of the line which will connect to four Metrorail stations: Bethesda, Silver Spring, College Park, and New Carrollton. This project includes design and engineering support to integrate Metro facilities with the Purple Line and 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.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will support design and construction efforts to integrate the Purple Line with the Metro rail system. Metro will provide engineering oversight and project management support for this MTA administered project.

## Cost (\$M)

| Investments                           | (\$M)  |
|---------------------------------------|--------|
| Expenditure Life to Date (up to FY22) | \$15.6 |
| FY22 Forecast                         | \$4.3  |
| Planned Investments                   | (\$M)  |
| FY23                                  | \$4.7  |
| FY24                                  | \$0.0  |
| FY25                                  | \$0.0  |
| FY26                                  | \$0.0  |
| FY27                                  | \$0.0  |
| FY28                                  | \$21.9 |
| 6-Year Total (FY23-FY28)              | \$26.6 |
| 10-Year Total (FY23-FY32)             | \$26.6 |
| Beyond FY32                           | \$0.0  |
| Total Estimated Investment            | \$46.4 |

## Anticipated Funding Sources (\$M)

| FY23 Funding Source(s) | (\$M) |
|------------------------|-------|
| Federal Grants         | \$0.0 |
| PRIIA/RSI Grants       | \$0.0 |
| System Performance     | \$0.0 |
| Dedicated Funding      | \$0.0 |
| Reimbursable           | \$4.7 |
| Debt                   | \$0.0 |

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





## 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 proposed Budget are indicated with a check mark in the "FY23" column and investments included in the Six-Year Capital Improvement Program (CIP) are noted specifically with a check mark in the "FY23-FY28" 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 proposed investment is a new investment, assessment or study, or state of good repair

### **Funding Timeframe.**

**FY23** - Initiative is included in proposed Capital Budget submitted to the Board of Directors

**FY23 - FY28** - Initiative is included for consideration in the six-year CIP

**FY23 - FY32** - 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 Program

| CIP                        | PID  | Initiative Name   | Initiative Type        | Primary Purpose      | FY23             | FY23-FY28         | FY23-FY32         | Estimate Type | Estimate Amount |
|----------------------------|--|---|------------------------|----------------------|------------------|-------------------|-------------------|---------------|-----------------|
| <b>Bus and Paratransit</b> |  |   |                        |                      |                  |                   |                   |               |                 |
| <b>CIP0002</b>             | <b>Bus Onboard Location Equipment and Software Program</b>                 |   |                        |                      | <b>\$ 11,734</b> | <b>\$ 26,426</b>  | <b>\$ 26,426</b>  |               |                 |
|                            | 10413  | Metrobus Onboard Location Equipment and Software Replacement                  | Need                   | State of Good Repair |                  |                   |                   |               |                 |
|                            | 10953  | Real-time Bus Video Software Implementation Support                           | Need                   | New Investment       |                  |                   |                   |               |                 |
|                            | 11339  | Metrobus Onboard Location Equipment and Software Replacement Current Contract | Project                | State of Good Repair | ✓                | ✓                 | ✓                 | TPC           | \$ 5,049        |
| <b>CIP0004</b>             | <b>Bus Maintenance Facility and Equipment State of Good Repair Program</b> |   |                        |                      | <b>\$ 4,494</b>  | <b>\$ 40,847</b>  | <b>\$ 93,418</b>  |               |                 |
|                            | 10086  | Bus Maintenance and Support Equipment Replacement Program                     | Program                | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                            | 10200  | Landover Bus Facility Rehabilitation Study                                    | Study                  | Assessment or Study  |                  | ✓                 | ✓                 |               |                 |
|                            | 10225  | Bus Restroom and Breakroom Construction and Rehabilitation Program - Tier 3   | Need                   | State of Good Repair |                  |                   | ✓                 | ROM           | \$ 5,000        |
|                            | 10338  | Dynamometer Replacement   | Project                | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                            | 10913  | Bus Garage Rehabilitation - Landover  | Need                   | State of Good Repair |                  | ✓                 | ✓                 | ROM           | \$ 47,571       |
|                            | 10914  | Bus Garage Rehabilitation - Shepherd Parkway                                  | Need                   | State of Good Repair |                  |                   | ✓                 |               |                 |
|                            | 10916  | Restroom & Breakroom Construction for Bus Operators - Tier 1 Locations        | Project                | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                            | 11179  | Bus Maintenance Equipment Replacement for Cinder Bed Road Bus Garage          | Need                   | State of Good Repair |                  |                   |                   | TPC           | \$ 2,110        |
|                            | 11504  | Takoma Metrorail Station: Restroom and Breakroom Construction                 | Need                   | New Investment       |                  |                   |                   |               |                 |
|                            | 11574  | Bus Restroom & Breakroom Construction - Tier 2 Locations                      | Need                   | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
| <b>CIP0005</b>             | <b>Bus Vehicle Rehabilitation Program</b>                                  |   |                        |                      | <b>\$ 76,522</b> | <b>\$ 446,623</b> | <b>\$ 728,298</b> |               |                 |
|                            | 10005  | Bus Rehabilitation Program  | Program                | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                            | 10783  | Bus Vehicle Corrective Maintenance Program                                    | Corrective Maintenance | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |

| CIP            | PID  | Initiative Name  | Initiative Type | Primary Purpose      | FY23             | FY23-FY28         | FY23-FY32         | Estimate Type | Estimate Amount |
|----------------|--|--|-----------------|----------------------|------------------|-------------------|-------------------|---------------|-----------------|
| <b>CIP0006</b> | <b>Bus Fleet Acquisition Program</b>                     |  |                 |                      | <b>\$ 67,421</b> | <b>\$ 453,460</b> | <b>\$ 773,460</b> |               |                 |
|                | 10004  | Bus Acquisition Program  | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 11319  | Bus Acquisition Program Current Contract   | Project         | State of Good Repair | ✓                | ✓                 | ✓                 | ROM           | \$ 370,000      |
| <b>CIP0007</b> | <b>Bus Closed Circuit Television Replacement Program</b> |  |                 |                      | <b>\$ 21,045</b> | <b>\$ 21,045</b>  | <b>\$ 51,045</b>  |               |                 |
|                | 10103  | Metrobus Closed-Circuit Television (CCTV) Replacement Program                    | Need            | State of Good Repair |                  |                   | ✓                 |               |                 |
|                | 11335  | Metrobus Closed-Circuit Television (CCTV) Replacement Program - Current Contract | Project         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
| <b>CIP0015</b> | <b>MetroAccess Fleet Acquisition</b>                     |  |                 |                      | <b>\$ 18,420</b> | <b>\$ 92,992</b>  | <b>\$ 152,992</b> |               |                 |
|                | 10013  | MetroAccess Fleet Acquisition Program  | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 11321  | MetroAccess Fleet Acquisition Program (Current Contract)                         | Project         | State of Good Repair | ✓                | ✓                 | ✓                 | ROM           | \$ 41,589       |
|                | 11396  | Real Time Traffic Tablets for MetroAccess Vehicles                               | Need            | New Investment       |                  | ✓                 | ✓                 | ROM           | \$ 265          |
| <b>CIP0143</b> | <b>Bus Vehicle Preventive Maintenance</b>                |  |                 |                      | <b>\$ 1,000</b>  | <b>\$ 6,000</b>   | <b>\$ 19,000</b>  |               |                 |
|                | 10007  | Bus Vehicle Preventive Maintenance Program                                       | Program         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
| <b>CIP0220</b> | <b>Bus Planning Studies Program</b>                      |  |                 |                      | <b>\$ 1,225</b>  | <b>\$ 7,225</b>   | <b>\$ 12,225</b>  |               |                 |
|                | 10182  | Metrobus Planning Studies Program  | Program         | Assessment or Study  | ✓                | ✓                 | ✓                 |               |                 |
|                | 10922  | Bus Software and Communications Strategy Action Plan                             | Need            | Assessment or Study  |                  |                   |                   |               |                 |
|                | 11273  | New Silver Spring/East Montgomery Bus Facility                                   | Study           | Assessment or Study  |                  | ✓                 | ✓                 |               |                 |
|                | 11336  | Metrobus Planning Studies Program - Transit Service Assessments                  | Study           | Assessment or Study  |                  | ✓                 | ✓                 |               |                 |
|                | 11354  | Metrobus Planning Studies Program  | Need            | Assessment or Study  |                  |                   |                   |               |                 |
| <b>CIP0221</b> | <b>Bus Customer Facility Improvements</b>                |  |                 |                      | <b>\$ 24,265</b> | <b>\$ 65,352</b>  | <b>\$ 89,452</b>  |               |                 |
|                | 10088  | Metrobus Shelter Replacement   | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 10093  | Metrobus System Map and Signage Updates  | Program         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |

\*TPC Estimates include expenditures prior to FY23 and projected resources after FY32. Initiatives with no checkmarks are either expected to complete in FY22 or require further refinement and development to determine total preliminary estimated cost.

| CIP            | PID  | Initiative Name  | Initiative Type | Primary Purpose      | FY23             | FY23-FY28         | FY23-FY32         | Estimate Type | Estimate Amount |
|----------------|--|--|-----------------|----------------------|------------------|-------------------|-------------------|---------------|-----------------|
|                | 10101  | Systemwide Bus Stop Accessibility Assessment                             | Study           | Assessment or Study  |                  |                   |                   |               |                 |
|                | 10219  | Bus Customer Information Digital Signs (CIEDs) Extension                 | Need            | New Investment       |                  | ✓                 | ✓                 |               |                 |
|                | 10818  | Systemwide Bus Stop Accessibility Implementation                         | Need            | Assessment or Study  |                  | ✓                 | ✓                 |               |                 |
|                | 10989  | Bus Customer Information Digital Signs (CIEDs) State of Good Repair      | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 11142  | Installation of Bus Bulbs at Bus Stops - Pilot locations                 | Project         | New Investment       |                  |                   |                   |               |                 |
|                | 11243  | Bus Bulb Assessment  | Study           | Assessment or Study  |                  | ✓                 | ✓                 |               |                 |
|                | 11244  | Installation of Bus Bulbs at Bus Stops                                   | Need            | New Investment       |                  | ✓                 | ✓                 | ROM           | \$ 6,000        |
|                | 11301  | Multimodal Improvement and Maintenance at Ballston Metrorail Station     | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 11337  | Bus Customer Information Digital Signs (CIEDs) Extension and Maintenance | Project         | New Investment       | ✓                | ✓                 | ✓                 |               |                 |
| <b>CIP0254</b> | <b>Bus Priority Program Development</b>              |  |                 |                      | <b>\$ 3,572</b>  | <b>\$ 20,940</b>  | <b>\$ 35,505</b>  |               |                 |
|                | 10089  | Traffic Signal Prioritization Program Development                        | Project         | New Investment       | ✓                | ✓                 | ✓                 |               |                 |
|                | 10923  | Bus Priority Program   | Program         | New Investment       | ✓                | ✓                 | ✓                 |               |                 |
| <b>CIP0266</b> | <b>Historic Bus Loop and Facility Rehabilitation</b> |  |                 |                      | <b>\$ -</b>      | <b>\$ 842</b>     | <b>\$ 842</b>     |               |                 |
|                | 10239  | Historic Bus Terminal Rehabilitation                                     | Project         | State of Good Repair |                  | ✓                 | ✓                 | TPC           | \$ 5,541        |
| <b>CIP0275</b> | <b>New Carrollton Garage and Bus Bays</b>            |  |                 |                      | <b>\$ 40,920</b> | <b>\$ 54,314</b>  | <b>\$ 54,314</b>  |               |                 |
|                | 10879  | New Carrollton Parking Garage  | Project         | New Investment       | ✓                | ✓                 | ✓                 | TPC           | \$ 79,300       |
| <b>CIP0311</b> | <b>Bladensburg Bus Garage Replacement</b>            |  |                 |                      | <b>\$ 78,412</b> | <b>\$ 348,949</b> | <b>\$ 348,949</b> |               |                 |
|                | 10579  | Bus Garage Replacement - Bladensburg                                     | Project         | State of Good Repair | ✓                | ✓                 | ✓                 | TPC           | \$ 341,675      |
|                | 11553  | Bladensburg Bus Garage Conversion for Electric Buses                     | Need            | New Investment       |                  | ✓                 | ✓                 | ROM           | \$ 77,900       |
| <b>CIP0312</b> | <b>Four Mile Run Bus Garage Rehabilitation</b>       |  |                 |                      | <b>\$ -</b>      | <b>\$ 50,281</b>  | <b>\$ 50,281</b>  |               |                 |
|                | 10131  | Bus Garage Rehabilitation - Four Mile Run                                | Need            | State of Good Repair |                  | ✓                 | ✓                 | ROM           | \$ 50,772       |

| CIP            | PID  | Initiative Name   | Initiative Type | Primary Purpose      | FY23             | FY23-FY28         | FY23-FY32         | Estimate Type | Estimate Amount |
|----------------|--|---|-----------------|----------------------|------------------|-------------------|-------------------|---------------|-----------------|
| <b>CIP0315</b> | <b>Northern Bus Garage Replacement</b>               |   |                 |                      | <b>\$ 79,124</b> | <b>\$ 399,164</b> | <b>\$ 399,164</b> |               |                 |
|                | 10577  | Bus Garage Replacement - Northern   | Project         | State of Good Repair | ✓                | ✓                 | ✓                 | ROM           | \$ 401,200      |
|                | 11552  | Northern Bus Garage Conversion for Electric Buses                             | Need            | New Investment       |                  | ✓                 | ✓                 | ROM           | \$ 70,000       |
| <b>CIP0355</b> | <b>Zero Emission Bus Acquisition and Evaluation</b>  |   |                 |                      | <b>\$ 12,206</b> | <b>\$ 15,461</b>  | <b>\$ 15,461</b>  |               |                 |
|                | 10038  | Zero Emission Bus Acquisition and Evaluation                                  | Project         | New Investment       | ✓                | ✓                 | ✓                 | ROM           | \$ 27,061       |
| <b>CIP8021</b> | <b>D&amp;E Bus &amp; Paratransit Improvements</b>    |   |                 |                      | <b>\$ 230</b>    | <b>\$ 5,230</b>   | <b>\$ 6,230</b>   |               |                 |
|                | 10668  | Metro Access Mobile Application   | Need            | New Investment       |                  | ✓                 | ✓                 |               |                 |
|                | 10801  | MetroAccess Fleet Plan Update   | Study           | Assessment or Study  |                  | ✓                 | ✓                 |               |                 |
|                | 10802  | Bus Fleet Plan Update   | Study           | Assessment or Study  |                  | ✓                 | ✓                 |               |                 |
|                | 10804  | Service Vehicle Fleet Plan  | Study           | Assessment or Study  |                  | ✓                 | ✓                 |               |                 |
|                | 10915  | Mount Rainier Bus Terminal Rehabilitation                                     | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 10934  | Electric Bus Pilot Support  | Project         | New Investment       | ✓                | ✓                 | ✓                 |               |                 |
| <b>CIP8022</b> | <b>Future Bus &amp; Paratransit</b>                  |   |                 |                      | <b>\$ -</b>      | <b>\$ 90,000</b>  | <b>\$ 191,469</b> |               |                 |
|                | 10829  | Zero Emission Bus Fleet Conversion  | Need            | New Investment       |                  | ✓                 | ✓                 | ROM           | \$ 191,469      |
| <b>CIP8024</b> | <b>Future Bus Maint/Overhaul Proj</b>                |   |                 |                      | <b>\$ -</b>      | <b>\$ 21,000</b>  | <b>\$ 467,056</b> |               |                 |
|                | 10673  | Design for Blue Plains and Shepherd Parkway Roadway Improvements              | Need            | Assessment or Study  |                  |                   | ✓                 | ROM           | \$ 3,856        |
|                | 11264  | Non Revenue Vehicle and MetroAccess - Zero-Emission Conversion Strategic Plan | Need            | Assessment or Study  |                  | ✓                 | ✓                 |               |                 |
|                | 11551  | Future Bus Garage Conversions for Zero Emission Buses                         | Need            | New Investment       |                  |                   | ✓                 | ROM           | \$ 442,200      |
|                | 11554  | Zero-Emission Vehicle Program Planning, Training and Operational Support      | Need            | New Investment       |                  | ✓                 | ✓                 | ROM           | \$ 20,000       |
| <b>CIP8025</b> | <b>D&amp;E Bus Maintenance Facility Improvements</b> |   |                 |                      | <b>\$ 200</b>    | <b>\$ 800</b>     | <b>\$ 800</b>     |               |                 |
|                | 10033  | Carmen Turner Facility (CTF) Building and Employee Garage Improvement Study   | Study           | Assessment or Study  |                  |                   |                   |               |                 |

\*TPC Estimates include expenditures prior to FY23 and projected resources after FY32. Initiatives with no checkmarks are either expected to complete in FY22 or require further refinement and development to determine total preliminary estimated cost.



| CIP            | PID  | Initiative Name  | Initiative Type | Primary Purpose      | FY23          | FY23-FY28        | FY23-FY32         | Estimate Type | Estimate Amount |
|----------------|--|--|-----------------|----------------------|---------------|------------------|-------------------|---------------|-----------------|
|                | 10108  | Montgomery Bus Facility Rehabilitation Study                           | Study           | Assessment or Study  |               | ✓                | ✓                 |               |                 |
|                | 10295  | Shepherd Parkway Bus Facility Rehabilitation Study                     | Study           | Assessment or Study  |               | ✓                | ✓                 |               |                 |
|                | 10675  | Bus Operators Commercial Driver License (CDL) Training Facility Study  | Study           | Assessment or Study  | ✓             | ✓                | ✓                 |               |                 |
|                | 11126  | Blair Road Rehabilitation  | Study           | State of Good Repair |               | ✓                | ✓                 |               |                 |
| <b>CIP8026</b> | <b>Future Bus Maintenance Facilities</b>           |  |                 |                      | <b>\$ 500</b> | <b>\$ 69,804</b> | <b>\$ 777,928</b> |               |                 |
|                | 10740  | Carmen turner Facility (CTF) Building and Employee Garage Improvements | Need            | New Investment       |               |                  | ✓                 |               |                 |
|                | 10831  | Bus Garage Rehabilitation - Montgomery                                 | Need            | State of Good Repair |               | ✓                | ✓                 | ROM           | \$ 37,254       |
|                | 10850  | Bus Garage Replacement - Western                                       | Need            | State of Good Repair | ✓             | ✓                | ✓                 |               |                 |
|                | 11125  | Bus Operators Commercial Driver License (CDL) Training Facility        | Need            | New Investment       |               |                  | ✓                 |               |                 |
|                | 11411  | Replacement of 11 Bus Supervisor Booths                                | Need            | State of Good Repair |               | ✓                | ✓                 |               |                 |
|                | 11412  | Methane Detection at Maintenance Facilities Assessment                 | Need            | Assessment or Study  |               | ✓                | ✓                 |               |                 |
|                | 11450  | Bus Lot Improvement at the Silver Spring Layover Area                  | Need            | State of Good Repair |               |                  | ✓                 |               |                 |
|                | 11451  | Roadway Improvements Near Shepherd Parkway Bus Garage                  | Need            | State of Good Repair |               | ✓                | ✓                 |               |                 |
|                | 11565  | Rehabilitation of the Administrative Facility at Blair Road            | Need            | State of Good Repair |               | ✓                | ✓                 |               |                 |
|                | 11566  | Rehabilitation of the Administrative Facility at Auth Place            | Need            | State of Good Repair |               | ✓                | ✓                 |               |                 |
| <b>CIP8027</b> | <b>D&amp;E Bus Passenger Facility Improvements</b> |  |                 |                      | <b>\$ -</b>   | <b>\$ 23,050</b> | <b>\$ 31,050</b>  |               |                 |
|                | 10091  | Bus Loop Canopy Installation Study                                     | Study           | Assessment or Study  |               | ✓                | ✓                 |               |                 |
|                | 10220  | Army Navy Drive Transit Center Construction                            | Need            | New Investment       |               |                  | ✓                 | ROM           | \$ 6,585        |
|                | 10546  | Metrobus All-Door Boarding Pilot                                       | Need            | Assessment or Study  |               | ✓                | ✓                 | TPC           | \$ 250          |
|                | 11121  | WMATA Bus Loop Rehabilitation and Safety Enhancement                   | Need            | State of Good Repair |               | ✓                | ✓                 |               |                 |

| CIP                     | PID   | Initiative Name  | Initiative Type | Primary Purpose      | FY23             | FY23-FY28        | FY23-FY32         | Estimate Type | Estimate Amount |
|-------------------------|---|--|-----------------|----------------------|------------------|------------------|-------------------|---------------|-----------------|
|                         | 11435   | Installation of Air Conditioning Systems at Historic Bus Terminal Facilities | Need            | New Investment       |                  |                  | ✓                 |               |                 |
|                         | 11448   | The Veteran's Hospital Bus Loop Improvement Study                            | Study           | Assessment or Study  |                  | ✓                | ✓                 |               |                 |
| <b>Business Support</b> |   |  |                 |                      |                  |                  |                   |               |                 |
| <b>CIP0009</b>          | <b>Service Vehicle Acquisition Program</b>        |  |                 |                      | <b>\$ 13,500</b> | <b>\$ 46,000</b> | <b>\$ 72,000</b>  |               |                 |
|                         | 10023   | Service Vehicle Replacement Program  | Program         | State of Good Repair | ✓                | ✓                | ✓                 |               |                 |
|                         | 11309   | Purchase of Additional Police Patrol Vehicles                                | Need            | State of Good Repair | ✓                | ✓                | ✓                 | ROM           | \$ 1,300        |
| <b>CIP0010</b>          | <b>Environmental Compliance Program</b>           |  |                 |                      | <b>\$ 7,450</b>  | <b>\$ 49,986</b> | <b>\$ 60,386</b>  |               |                 |
|                         | 10082   | Storage Tank Replacement - New Carrollton and Greenbelt Yards                | Project         | State of Good Repair | ✓                | ✓                | ✓                 | ROM           | \$ 11,609       |
|                         | 10166   | Pollution Prevention at Track Fueling Areas                                  | Need            | State of Good Repair |                  | ✓                | ✓                 |               |                 |
|                         | 10190   | Design for Replacement of Sloped Landscape Areas at Metrorail Stations       | Project         | State of Good Repair |                  |                  |                   |               |                 |
|                         | 10244   | Pavement and Stormwater Management at 3421 Pennsy Drive                      | Project         | State of Good Repair | ✓                | ✓                | ✓                 |               |                 |
|                         | 10286   | Environmental Compliance Program   | Program         | State of Good Repair |                  | ✓                | ✓                 |               |                 |
|                         | 10290   | Comprehensive Stormwater System Program                                      | Need            | State of Good Repair |                  | ✓                | ✓                 |               |                 |
|                         | 10851   | New Hampshire Avenue Chiller Plant Ground Water Treatment                    | Project         | State of Good Repair | ✓                | ✓                | ✓                 | TPC           | \$ 10,323       |
|                         | 11173   | Replacement of Sloped Landscape Areas at Metrorail Stations                  | Need            | State of Good Repair |                  | ✓                | ✓                 | ROM           | \$ 1,326        |
|                         | 11305   | Outfall and Drainage Replacement at the Carmen Turner Facility               | Project         | State of Good Repair |                  |                  |                   |               |                 |
|                         | 11332   | Storage Tank Replacement - Four Locations                                    | Project         | State of Good Repair |                  |                  |                   | TPC           | \$ 685          |
| <b>CIP0034</b>          | <b>Revenue Collection Facility Rehabilitation</b> |  |                 |                      | <b>\$ 1,650</b>  | <b>\$ 10,830</b> | <b>\$ 10,830</b>  |               |                 |
|                         | 10710   | Revenue Collection Facility Improvements                                     | Need            | State of Good Repair | ✓                | ✓                | ✓                 |               |                 |
| <b>CIP0036</b>          | <b>Procurement Program Support</b>                |  |                 |                      | <b>\$ 12,988</b> | <b>\$ 77,988</b> | <b>\$ 129,988</b> |               |                 |
|                         | 10797   | Procurement Program Support  | Program         | State of Good Repair | ✓                | ✓                | ✓                 |               |                 |

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| CIP            | PID   | Initiative Name   | Initiative Type | Primary Purpose      | FY23            | FY23-FY28        | FY23-FY32        | Estimate Type | Estimate Amount |
|----------------|---|---|-----------------|----------------------|-----------------|------------------|------------------|---------------|-----------------|
| <b>CIP0039</b> | <b>System Planning and Development</b>        |   |                 |                      | <b>\$ 4,165</b> | <b>\$ 19,597</b> | <b>\$ 27,117</b> |               |                 |
|                | 10213   | Applied Planning Intelligence (API) and Data Analysis Support Platform            | Program         | State of Good Repair | ✓               | ✓                | ✓                |               |                 |
|                | 10367   | Analyzing Regional Trends in Transit-Oriented Development                         | 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  | ✓               | ✓                | ✓                | ROM           | \$ 500          |
|                | 10651   | Bus Network Redesign Study  | Need            | Assessment or Study  | ✓               | ✓                | ✓                | ROM           | \$ 4,000        |
|                | 10652   | Transit System Investment Plan Study  | Project         | Assessment or Study  | ✓               | ✓                | ✓                |               |                 |
|                | 10655   | Ridership Forecast Study - Research and Update                                    | Study           | Assessment or Study  | ✓               | ✓                | ✓                |               |                 |
|                | 10858   | Future Capital Investment Needs Study Program                                     | Need            | Assessment or Study  |                 | ✓                | ✓                |               |                 |
|                | 10965   | Service Improvement Plan  | Study           | Assessment or Study  |                 | ✓                | ✓                |               |                 |
|                | 11184   | Capital and Systems Intelligence (CSI) Analysis                                   | Project         | Assessment or Study  | ✓               | ✓                | ✓                |               |                 |
|                | 11486   | Bus Network Redesign Program Support  | Need            | Assessment or Study  |                 | ✓                | ✓                |               |                 |
|                | 11487   | Bus Transfer Development and Evaluation Study                                     | Need            | Assessment or Study  |                 | ✓                | ✓                |               |                 |
|                | 11533   | Blue/Orange/Silver Corridor National Environmental Policy Act Project Development | Need            | Assessment or Study  |                 |                  |                  |               |                 |
|                | 11535   | Mode of Access Strategic Plan   | Study           | Assessment or Study  |                 | ✓                | ✓                |               |                 |
|                | 11536   | Systemwide Walkshed Buildout Target Study   | Study           | Assessment or Study  |                 | ✓                | ✓                |               |                 |
|                | 11537   | Five-Year Station Investment Strategy   | Study           | Assessment or Study  |                 | ✓                | ✓                |               |                 |
| <b>CIP0042</b> | <b>Asset Management Software Improvements</b> |   |                 |                      | <b>\$ 1,000</b> | <b>\$ 2,341</b>  | <b>\$ 2,341</b>  |               |                 |
|                | 10722   | Product Lifecycle Software Migration  | Project         | State of Good Repair | ✓               | ✓                | ✓                |               |                 |

| CIP            | PID   | Initiative Name   | Initiative Type      | Primary Purpose      | FY23             | FY23-FY28        | FY23-FY32        | Estimate Type | Estimate Amount |
|----------------|---|---|----------------------|----------------------|------------------|------------------|------------------|---------------|-----------------|
| <b>CIP0043</b> | <b>Bus and Rail Scheduling and Operations Software Improvements</b> |   |                      |                      | <b>\$ 5,119</b>  | <b>\$ 16,440</b> | <b>\$ 16,440</b> |               |                 |
|                | 10184   | Bus and Rail Scheduling System Improvements                       | Project              | State of Good Repair | ✓                | ✓                | ✓                | ROM           | \$ 2,080        |
| <b>CIP0056</b> | <b>Rail Service Management Software Improvements</b>                |   |                      |                      | <b>\$ 7,810</b>  | <b>\$ 10,810</b> | <b>\$ 10,810</b> |               |                 |
|                | 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                         | Need                 | New Investment       |                  | ✓                | ✓                |               |                 |
|                | 10246   | Rail Operations Control System (ROCS) Innovation Lab              | Need                 | New Investment       |                  | ✓                | ✓                |               |                 |
|                | 11194   | Rail Operations Control Center (ROCC) Program Technical Support   | Project              | State of Good Repair | ✓                | ✓                | ✓                |               |                 |
| <b>CIP0099</b> | <b>Joint Development Program Support</b>                            |   |                      |                      | <b>\$ 2,520</b>  | <b>\$ 11,020</b> | <b>\$ 17,820</b> |               |                 |
|                | 11078   | Joint Development and Station Improvement Support                 | Program              | New Investment       | ✓                | ✓                | ✓                |               |                 |
| <b>CIP0101</b> | <b>Internal Compliance Capital Management Support</b>               |   |                      |                      | <b>\$ 1,650</b>  | <b>\$ 7,650</b>  | <b>\$ 12,450</b> |               |                 |
|                | 10871   | Internal Compliance Capital Management Support                    | Program              | State of Good Repair | ✓                | ✓                | ✓                |               |                 |
| <b>CIP0102</b> | <b>Police District III Substation</b>                               |   |                      |                      | <b>\$ 1,625</b>  | <b>\$ 1,625</b>  | <b>\$ 1,625</b>  |               |                 |
|                | 10257   | Police Department District III Substation Construction            | Project              | New Investment       | ✓                | ✓                | ✓                | TPC           | \$ 7,389        |
|                | 11135   | Police Department District III Substation Technology Investments  | Need                 | State of Good Repair | ✓                | ✓                | ✓                | ROM           | \$ 20           |
| <b>CIP0127</b> | <b>Transit Police Support Equipment</b>                             |   |                      |                      | <b>\$ 1,175</b>  | <b>\$ 6,800</b>  | <b>\$ 9,625</b>  |               |                 |
|                | 10201   | Police Support Equipment Replacement                              | Program              | State of Good Repair | ✓                | ✓                | ✓                |               |                 |
|                | 11563   | Police Body Worn Cameras  | Need                 | New Investment       |                  | ✓                | ✓                | ROM           | \$ 1,000        |
| <b>CIP0131</b> | <b>Capital Program Financing Support</b>                            |   |                      |                      | <b>\$ 621</b>    | <b>\$ 10,621</b> | <b>\$ 18,621</b> |               |                 |
|                | 10557   | Capital Program Financing   | Program              | Assessment or Study  | ✓                | ✓                | ✓                |               |                 |
| <b>CIP0150</b> | <b>Support Facility Fire System Rehabilitation</b>                  |   |                      |                      | <b>\$ 10,547</b> | <b>\$ 21,547</b> | <b>\$ 31,147</b> |               |                 |
|                | 10999   | Non-Revenue Facility Fire Alarm                                   | State of Good Repair | Need                 |                  | ✓                | ✓                |               |                 |

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| CIP            | PID   | Initiative Name   | Initiative Type | Primary Purpose      | FY23             | FY23-FY28        | FY23-FY32        | Estimate Type | Estimate Amount |
|----------------|---|---|-----------------|----------------------|------------------|------------------|------------------|---------------|-----------------|
|                | 11398   | Fire Control Alarms and Infrastructure - Engineering Modification Instructions (EMI) Development and Implementation | Need            | State of Good Repair | ✓                | ✓                | ✓                |               |                 |
|                | 11515   | Non-Revenue Facility Fire Alarm - Pennsy Drive Facility   | Project         | State of Good Repair |                  |                  |                  |               |                 |
|                | 11573   | Non-Revenue Facility Fire Alarm Replacement - Greenbelt and Carmen Turner Facilities                                | Project         | State of Good Repair | ✓                | ✓                | ✓                |               |                 |
| <b>CIP0170</b> | <b>Facility Roof Rehabilitation and Replacement</b> |   |                 |                      | <b>\$ 12,139</b> | <b>\$ 46,870</b> | <b>\$ 70,870</b> |               |                 |
|                | 10067   | Roof Rehabilitation and Replacement   | Need            | State of Good Repair |                  | ✓                | ✓                |               |                 |
|                | 11311   | Glenmont Station Art in Transit Repair  | Project         | State of Good Repair |                  | ✓                | ✓                |               |                 |
|                | 11329   | Roof Rehabilitation and Replacement Group 3 - 19 roofs  | Project         | State of Good Repair | ✓                | ✓                | ✓                | ROM           | \$ 11,321       |
|                | 11361   | Glenmont Station Bus Bay Canopy Skylight Replacement  | Need            | State of Good Repair |                  | ✓                | ✓                | ROM           | \$ 3,430        |
|                | 11364   | Roof Rehabilitation at the Carmen Turner Facility Buildings A and B   | Need            | State of Good Repair | ✓                | ✓                | ✓                | ROM           | \$ 9,460        |
| <b>CIP0197</b> | <b>Support Facility Improvements</b>                |   |                 |                      | <b>\$ 7,390</b>  | <b>\$ 23,597</b> | <b>\$ 23,597</b> |               |                 |
|                | 11043   | Railyard and Bus Garage Breakroom Renovation and Construction   | Need            | State of Good Repair |                  | ✓                | ✓                | ROM           | \$ 15,937       |
|                | 11130   | Access Workspace Improvement Needs 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  | Need            | State of Good Repair | ✓                | ✓                | ✓                |               |                 |
|                | 11303   | Exhaust Fan Replacement at Carmen Turner Facility Building A  | Need            | State of Good Repair |                  |                  |                  |               |                 |
|                | 11306   | Queenstown Road Storage Exhaust Fan Replacement   | Need            | State of Good Repair |                  |                  |                  | ROM           | \$ 53           |
|                | 11307   | Exhaust Fan Access at Montgomery Bus Garage   | Need            | State of Good Repair |                  |                  |                  | ROM           | \$ 225          |
|                | 11358   | Heating, Ventilation, and Air Conditioning Upgrades - Pennsy Drive  | Need            | State of Good Repair |                  |                  |                  |               |                 |
|                | 11359   | Jackson Graham Building (JGB) Data Center Heating, Ventilation, and Air Conditioning Upgrade                        | Need            | State of Good Repair |                  |                  |                  |               |                 |



| CIP            | PID  | Initiative Name  | Initiative Type | Primary Purpose      | FY23             | FY23-FY28         | FY23-FY32         | Estimate Type | Estimate Amount |
|----------------|--|--|-----------------|----------------------|------------------|-------------------|-------------------|---------------|-----------------|
| <b>CIP0212</b> | <b>Sustainability/Resiliency Program</b>   |  |                 |                      | <b>\$ 3,188</b>  | <b>\$ 26,286</b>  | <b>\$ 40,686</b>  |               |                 |
|                | 10337                                      | Environmental Sustainability Lab   | Program         | New Investment       | ✓                | ✓                 | ✓                 |               |                 |
|                | 11227                                      | Sustainability Management  | Program         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                | 11268                                      | Implementation of New Waste & Recycling Practices/Policies                 | Project         | New Investment       |                  |                   |                   |               |                 |
|                | 11299                                      | Sustainability Action Plan   | Project         | Assessment or Study  |                  |                   |                   |               |                 |
|                | 11557                                      | Energy Action Plan   | Project         | Assessment or Study  | ✓                | ✓                 | ✓                 |               |                 |
| <b>CIP0213</b> | <b>Capital Program Development Support</b> |  |                 |                      | <b>\$ 21,600</b> | <b>\$ 115,716</b> | <b>\$ 198,778</b> |               |                 |
|                | 10792                                      | Capital Program Development Support  | Program         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                | 11265                                      | Resilience Implementation Strategy   | Need            | Assessment or Study  |                  | ✓                 | ✓                 | ROM           | \$ 4,366        |
|                | 11349                                      | Content & Strategic Communication Support                                  | Project         | State of Good Repair |                  |                   |                   |               |                 |
| <b>CIP0231</b> | <b>Good Luck Road Facility</b>             |  |                 |                      | <b>\$ 2,165</b>  | <b>\$ 12,471</b>  | <b>\$ 12,471</b>  |               |                 |
|                | 10869                                      | Relocation of Printing Operations to Good Luck Road - Phase 1              | Project         | State of Good Repair |                  |                   |                   | ROM           | \$ 4,339        |
|                | 10899                                      | Good Luck Road Renovation Phase 2 Construction                             | Need            | New Investment       | ✓                | ✓                 | ✓                 | ROM           | \$ 15,146       |
| <b>CIP0259</b> | <b>Employee Timekeeping System</b>         |  |                 |                      | <b>\$ 1,900</b>  | <b>\$ 3,400</b>   | <b>\$ 3,400</b>   |               |                 |
|                | 10097                                      | Timecard Software Integration and Analysis                                 | Project         | New Investment       | ✓                | ✓                 | ✓                 |               |                 |
| <b>CIP0269</b> | <b>Asset Management Software</b>           |  |                 |                      | <b>\$ 1,871</b>  | <b>\$ 3,953</b>   | <b>\$ 5,703</b>   |               |                 |
|                | 10056                                      | Asset Configuration Management (ACM) Software Replacement                  | Project         | New Investment       |                  |                   |                   |               |                 |
|                | 10084                                      | Enterprise Asset Systems and Information Management Improvement Initiative | Project         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                | 10272                                      | Comprehensive Property Inventory Database                                  | Need            | New Investment       |                  |                   | ✓                 |               |                 |
|                | 10310                                      | Enterprise Asset Management Software Mobile Implementation                 | Need            | New Investment       |                  | ✓                 | ✓                 |               |                 |
|                | 11193                                      | Reliability Engineering Asset Management (REAM) Program Support            | Project         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |

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|----------------|---|--|-----------------|----------------------|------------------|-------------------|-------------------|---------------|-----------------|
| <b>CIP0270</b> | <b>Capital Delivery Program Support</b> |  |                 |                      | <b>\$ 28,155</b> | <b>\$ 209,835</b> | <b>\$ 377,868</b> |               |                 |
|                | 10793                                   | Design, Engineering, and Construction Capital Management Support                       | Program         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                | 11178                                   | Engineering Support for Americans with Disabilities Act (ADA) Requirements Review      | Program         | Assessment or Study  | ✓                | ✓                 | ✓                 |               |                 |
| <b>CIP0273</b> | <b>Support Facility Rehabilitation</b>  |  |                 |                      | <b>\$ 4,894</b>  | <b>\$ 42,044</b>  | <b>\$ 72,044</b>  |               |                 |
|                | 10122                                   | Ongoing Interior Architecture and Furniture System Upgrades                            | Program         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                | 10288                                   | Safety Platforms for Mechanical Equipment on Facility Rooftops 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                                   | Heating, Ventilation, and Air Conditioning and Building Automation Systems Replacement | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 10895                                   | Rail Yard and Bus Garage Breakroom Renovation - 2 locations                            | Project         | State of Good Repair |                  |                   |                   |               |                 |
|                | 11040                                   | Supply Chain Furniture & Office Reconfiguration Design                                 | Project         | New Investment       |                  |                   |                   |               |                 |
|                | 11041                                   | Office Furniture Replacement   | Need            | New Investment       |                  | ✓                 | ✓                 |               |                 |
|                | 11139                                   | Field Office Rehabilitation Assessment   | Study           | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                | 11199                                   | Fall Protection Capital Needs Assessment   | Study           | Assessment or Study  | ✓                | ✓                 | ✓                 |               |                 |
|                | 11352                                   | Fall Protection Capital Needs Implementation - Ladder Safety Systems                   | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 11432                                   | Update Interior Spaces to Workplace Standards  | Need            | State of Good Repair |                  |                   |                   |               |                 |
|                | 11433                                   | Non-Revenue Facility Condition Assessment  | Study           | Assessment or Study  |                  | ✓                 | ✓                 |               |                 |
|                | 11454                                   | Assessment to Identify Areas for Breastfeeding Employees                               | Need            | Assessment or Study  |                  | ✓                 | ✓                 |               |                 |
|                | 11568                                   | Improving Office Workspace at Railyards  | Need            | State of Good Repair |                  |                   | ✓                 |               |                 |
|                | 11581                                   | Assessment of Office Workspace Needs at Facilities                                     | Study           | Assessment or Study  |                  | ✓                 | ✓                 |               |                 |
|                | 11622                                   | Systemwide Tagging Relay Design  | Need            | New Investment       |                  | ✓                 | ✓                 | TPC           | \$ 5,500        |

| CIP            | PID  | Initiative Name  | Initiative Type | Primary Purpose      | FY23             | FY23-FY28         | FY23-FY32         | Estimate Type | Estimate Amount |
|----------------|--|--|-----------------|----------------------|------------------|-------------------|-------------------|---------------|-----------------|
| <b>CIP0277</b> | <b>Supply Chain Modernization</b>                        |  |                 |                      | <b>\$ 1,150</b>  | <b>\$ 13,650</b>  | <b>\$ 13,650</b>  |               |                 |
|                | 10119  | Supply Chain Modernization   | Need            | New Investment       | ✓                | ✓                 | ✓                 |               |                 |
|                | 10147  | Warehouse Storage Unit Maintenance, Replacement, and Procurement                 | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 11560  | Material Handling Equipment Lifecycle Replacement Program                        | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 11561  | Next Generation Warehouse Storage Automation and Solutions Study                 | Study           | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
| <b>CIP0324</b> | <b>Capital Program Financial Support</b>                 |  |                 |                      | <b>\$ 400</b>    | <b>\$ 15,900</b>  | <b>\$ 28,300</b>  |               |                 |
|                | 10795  | Capital Program Financial Support  | Program         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
| <b>CIP0330</b> | <b>Information Technology Data Center</b>                |  |                 |                      | <b>\$ 13,200</b> | <b>\$ 42,158</b>  | <b>\$ 42,158</b>  |               |                 |
|                | 10178  | New Data Center IT Infrastructure and Equipment                                  | Project         | New Investment       | ✓                | ✓                 | ✓                 | TPC           | \$ 112,395      |
| <b>CIP0331</b> | <b>Enterprise Resource Planning Software Replacement</b> |  |                 |                      | <b>\$ 7,500</b>  | <b>\$ 57,850</b>  | <b>\$ 250,125</b> |               |                 |
|                | 10028  | Enterprise Resource Planning (ERP) Software Integration and Replacement Planning | Project         | Assessment or Study  | ✓                | ✓                 | ✓                 |               |                 |
|                | 10037  | Enterprise Resource Planning (ERP) Software Purchase and Installation            | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 10121  | Enterprise Resource Planning (ERP) Software Upgrade                              | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
| <b>CIP0335</b> | <b>Office Consolidation - District of Columbia</b>       |  |                 |                      | <b>\$ 11,835</b> | <b>\$ 17,862</b>  | <b>\$ 17,862</b>  |               |                 |
|                | 10677  | Headquarters Construction - District of Columbia                                 | Project         | State of Good Repair |                  |                   |                   | TPC           | \$ 246,766      |
|                | 11007  | Jackson Graham Building (JGB) Chiller Replacement                                | Project         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                | 11008  | Administrative Facility Lease Close Out  | Project         | New Investment       |                  | ✓                 | ✓                 |               |                 |
| <b>CIP0337</b> | <b>Office Consolidation - Virginia</b>                   |  |                 |                      | <b>\$ 71,100</b> | <b>\$ 124,477</b> | <b>\$ 124,477</b> |               |                 |
|                | 10678  | Headquarters Construction - Virginia   | Project         | New Investment       | ✓                | ✓                 | ✓                 | TPC           | \$ 355,789      |
| <b>CIP0338</b> | <b>Office Consolidation - Maryland</b>                   |  |                 |                      | <b>\$ 38,120</b> | <b>\$ 66,361</b>  | <b>\$ 66,361</b>  |               |                 |
|                | 10681  | Headquarters Construction - Maryland   | Project         | New Investment       | ✓                | ✓                 | ✓                 | TPC           | \$ 228,178      |
| <b>CIP0339</b> | <b>Rail Station Emergency Egress Improvements</b>        |  |                 |                      | <b>\$ 500</b>    | <b>\$ 4,500</b>   | <b>\$ 11,500</b>  |               |                 |

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| CIP            | PID   | Initiative Name   | Initiative Type | Primary Purpose      | FY23             | FY23-FY28         | FY23-FY32         | Estimate Type | Estimate Amount |
|----------------|---|---|-----------------|----------------------|------------------|-------------------|-------------------|---------------|-----------------|
|                | 10306   | Metrorail Station Emergency Egress Upgrades                     | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 10823   | Metrorail Station Emergency Egress Upgrades Study               | Study           | Assessment or Study  | ✓                | ✓                 | ✓                 |               |                 |
| <b>CIP0342</b> | <b>Information Technology Hardware State of Good Repair</b> |   |                 |                      | <b>\$ 16,130</b> | <b>\$ 97,030</b>  | <b>\$ 167,630</b> |               |                 |
|                | 10109   | Computing Infrastructure Inventory and Replacement Sustainment  | Program         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                | 10126   | Metro Facility Communications Systems Sustainment               | Program         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                | 10732   | Edge Device Replacement Program                                 | Program         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                | 11613   | Evaluation of Future Technology Infrastructure Modernization    | Need            | Assessment or Study  |                  |                   |                   |               |                 |
| <b>CIP0347</b> | <b>Accounting Capital Program Support</b>                   |   |                 |                      | <b>\$ 2,340</b>  | <b>\$ 14,090</b>  | <b>\$ 23,490</b>  |               |                 |
|                | 10796   | Accounting Capital Program Support                              | Program         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                | 11576   | Asset Management Accounting Support                             | Need            | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
| <b>CIP0354</b> | <b>ePerformance and eCompensation Upgrades</b>              |   |                 |                      | <b>\$ 700</b>    | <b>\$ 1,738</b>   | <b>\$ 1,738</b>   |               |                 |
|                | 10873   | ePerformance & eCompensation Project                            | Project         | New Investment       | ✓                | ✓                 | ✓                 |               |                 |
| <b>CIP0357</b> | <b>Cybersecurity Legacy Software Improvements</b>           |   |                 |                      | <b>\$ 3,700</b>  | <b>\$ 3,700</b>   | <b>\$ 3,700</b>   |               |                 |
|                | 11394   | Cybersecurity Legacy Software Improvements                      | Project         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
| <b>CIP0358</b> | <b>Business Systems State of Good Repair</b>                |   |                 |                      | <b>\$ 19,690</b> | <b>\$ 104,536</b> | <b>\$ 177,970</b> |               |                 |
|                | 11585   | Finance and Supply Chain Management (FSCM) Software Sustainment | Program         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                | 11586   | Enterprise Learning Management (ELM) System Sustainment         | Program         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                | 11587   | ERP Human Capital Management (HCM) Software Sustainment         | Program         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                | 11588   | Planning and Budgeting Software Sustainment                     | Program         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                | 11589   | Contract Lifecycle Management (CLM) Software Sustainment        | Program         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                | 11590   | ePerformance Software Sustainment                               | Program         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |

| CIP            | PID   | Initiative Name  | Initiative Type | Primary Purpose      | FY23             | FY23-FY28        | FY23-FY32         | Estimate Type | Estimate Amount |
|----------------|---|--|-----------------|----------------------|------------------|------------------|-------------------|---------------|-----------------|
|                | 11591   | Timekeeping Software Sustainment                             | Program         | State of Good Repair | ✓                | ✓                | ✓                 |               |                 |
|                | 11592   | Occupational Health and Wellness (OHAW) Software Sustainment | Program         | State of Good Repair | ✓                | ✓                | ✓                 |               |                 |
|                | 11593   | Public Web Technologies Sustainment                          | Program         | State of Good Repair | ✓                | ✓                | ✓                 |               |                 |
|                | 11594   | Intranet Applications Sustainment                            | Program         | State of Good Repair | ✓                | ✓                | ✓                 |               |                 |
|                | 11595   | Business Systems Sustainment - Program Management            | Program         | State of Good Repair | ✓                | ✓                | ✓                 |               |                 |
|                | 11628   | Web Application Sustainment                                  | Program         | State of Good Repair | ✓                | ✓                | ✓                 |               |                 |
| <b>CIP0359</b> | <b>Enterprise Technology Platforms State of Good Repair</b> |  |                 |                      | <b>\$ 5,650</b>  | <b>\$ 30,784</b> | <b>\$ 53,178</b>  |               |                 |
|                | 11596   | Enterprise Tools Sustainment                                 | Program         | State of Good Repair | ✓                | ✓                | ✓                 |               |                 |
|                | 11597   | Business Intelligence Technologies Sustainment               | Program         | State of Good Repair | ✓                | ✓                | ✓                 |               |                 |
|                | 11598   | Sustainment for Databases and Data Systems                   | Program         | State of Good Repair | ✓                | ✓                | ✓                 |               |                 |
|                | 11599   | Shared Systems Sustainment - Program Management              | Program         | State of Good Repair | ✓                | ✓                | ✓                 |               |                 |
| <b>CIP0360</b> | <b>Transit Systems State of Good Repair</b>                 |  |                 |                      | <b>\$ 15,545</b> | <b>\$ 85,727</b> | <b>\$ 148,364</b> |               |                 |
|                | 11600   | Passenger Information Display System (PIDS) Sustainment      | Program         | State of Good Repair | ✓                | ✓                | ✓                 |               |                 |
|                | 11601   | Rail Performance Management (RPM) Sustainment                | Program         | State of Good Repair | ✓                | ✓                | ✓                 |               |                 |
|                | 11602   | Train Progress System (TPS) Application Sustainment          | Program         | State of Good Repair | ✓                | ✓                | ✓                 |               |                 |
|                | 11603   | Asset Management Sustainment                                 | Program         | State of Good Repair | ✓                | ✓                | ✓                 |               |                 |
|                | 11604   | Document Storage and Retention Software Sustainment          | Program         | State of Good Repair | ✓                | ✓                | ✓                 |               |                 |
|                | 11605   | Product Lifecycle Management System Sustainment              | Program         | State of Good Repair | ✓                | ✓                | ✓                 |               |                 |
|                | 11606   | Geographic Information System (GIS) System Sustainment       | Program         | State of Good Repair | ✓                | ✓                | ✓                 |               |                 |
|                | 11607   | MTPD Technologies Sustainment                                | Program         | State of Good Repair | ✓                | ✓                | ✓                 |               |                 |

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| CIP            | PID  | Initiative Name  | Initiative Type | Primary Purpose      | FY23             | FY23-FY28        | FY23-FY32        | Estimate Type | Estimate Amount |
|----------------|--|--|-----------------|----------------------|------------------|------------------|------------------|---------------|-----------------|
|                | 11608  | Sustainment of the Badging and Security database and application               | Program         | State of Good Repair | ✓                | ✓                | ✓                |               |                 |
|                | 11609  | Safety Management System (SMS) Sustainment                                     | Program         | State of Good Repair | ✓                | ✓                | ✓                |               |                 |
|                | 11610  | Transit Systems Sustainment - Program Management                               | Program         | State of Good Repair | ✓                | ✓                | ✓                |               |                 |
|                | 11619  | Bus Support systems - Sustainment  | Project         | State of Good Repair | ✓                | ✓                | ✓                |               |                 |
|                | 11620  | Advanced Information Management (AIM) Sustainment                              | Project         | State of Good Repair | ✓                | ✓                | ✓                |               |                 |
| <b>CIP0361</b> | <b>Service Oriented Architecture (SOA) Program</b>       |  |                 |                      | <b>\$ 1,306</b>  | <b>\$ 7,151</b>  | <b>\$ 12,368</b> |               |                 |
|                | 11611  | Service Oriented Architecture (SOA) systems - Sustainment                      | Program         | State of Good Repair | ✓                | ✓                | ✓                |               |                 |
| <b>CIP0362</b> | <b>Independent Verification &amp; Validation program</b> |  |                 |                      | <b>\$ 500</b>    | <b>\$ 500</b>    | <b>\$ 500</b>    |               |                 |
|                | 11612  | Independent Verification & Validation (IV&V) Assessment                        | Need            | State of Good Repair | ✓                | ✓                | ✓                |               |                 |
| <b>CIP0363</b> | <b>Cyber Security</b>                                    |  |                 |                      | <b>\$ 350</b>    | <b>\$ 1,394</b>  | <b>\$ 1,394</b>  |               |                 |
|                | 11621  | Cyber Security systems - Sustainment   | Project         | State of Good Repair | ✓                | ✓                | ✓                |               |                 |
| <b>CIP0371</b> | <b>West Falls Church Development</b>                     |  |                 |                      | <b>\$ 81</b>     | <b>\$ 14,581</b> | <b>\$ 14,581</b> |               |                 |
|                | 10878  | West Falls Church Land Development   | Need            | New Investment       | ✓                | ✓                | ✓                |               |                 |
| <b>CIP8029</b> | <b>D&amp;E Information Technology Improvements</b>       |  |                 |                      | <b>\$ 18,191</b> | <b>\$ 36,270</b> | <b>\$ 40,270</b> |               |                 |
|                | 10168  | Occupational Health and Wellness Department (OHAW) New Software Implementation | Project         | New Investment       | ✓                | ✓                | ✓                |               |                 |
|                | 10285  | WMATA Internal Alert System Upgrade  | Project         | New Investment       | ✓                | ✓                | ✓                |               |                 |
|                | 10542  | New Digital Information Content Management System                              | Project         | New Investment       | ✓                | ✓                | ✓                |               |                 |
|                | 10824  | Enterprise Data Management and Decision Support Systems Pilot                  | Need            | New Investment       |                  |                  |                  |               |                 |
|                | 10825  | Metro Employee Mobile Application (MEMA) Pilot                                 | Need            | New Investment       |                  |                  |                  |               |                 |
|                | 10827  | Rail Operations Control Center Software Improvement Study                      | Study           | Assessment or Study  |                  |                  |                  |               |                 |
|                | 10877  | Enterprise Identity and Access Management (EIAM) Implementation                | Project         | New Investment       | ✓                | ✓                | ✓                |               |                 |

| CIP | PID   | Initiative Name  | Initiative Type | Primary Purpose      | FY23 | FY23-FY28 | FY23-FY32 | Estimate Type | Estimate Amount |
|-----|-------|--|-----------------|----------------------|------|-----------|-----------|---------------|-----------------|
|     | 10932 | Project Management Tool Improvements                               | Need            | State of Good Repair |      |           |           |               |                 |
|     | 10937 | Employee Health System   | Need            | New Investment       |      |           |           |               |                 |
|     | 10943 | Electronic Procurement Software Purchase                           | Project         | New Investment       | ✓    | ✓         | ✓         |               |                 |
|     | 10952 | Datamart for Internal Business Operations (IBOP)                   | Need            | New Investment       | ✓    | ✓         | ✓         |               |                 |
|     | 10957 | Geographic Information System (GIS) Software Upgrade               | Project         | State of Good Repair | ✓    | ✓         | ✓         |               |                 |
|     | 10976 | WMATA Career Pathing/Succession Planning System                    | Project         | New Investment       | ✓    | ✓         | ✓         |               |                 |
|     | 10978 | HR Workflow Management System                                      | Project         | New Investment       | ✓    | ✓         | ✓         |               |                 |
|     | 11046 | Data Governance and Business Intelligence Additional Tool Support  | Program         | New Investment       | ✓    | ✓         | ✓         |               |                 |
|     | 11077 | Rail Operations Control Center Integration of Communications Study | Study           | Assessment or Study  | ✓    | ✓         | ✓         |               |                 |
|     | 11107 | Software Development Life Cycle Revision                           | Project         | Assessment or Study  |      |           |           |               |                 |
|     | 11108 | Security Mapping of the Network Architecture                       | 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       |      |           |           |               |                 |
|     | 11114 | Security Log Standardization                                       | Project         | New Investment       |      |           |           |               |                 |
|     | 11115 | Cybersecurity Continuous Monitoring Improvements                   | Project         | New Investment       |      |           |           |               |                 |
|     | 11116 | Network Access Control   | Project         | State of Good Repair |      |           |           |               |                 |
|     | 11117 | Removable Media Storage Management                                 | Project         | New Investment       |      |           |           |               |                 |

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| CIP            | PID   | Initiative Name  | Initiative Type | Primary Purpose      | FY23        | FY23-FY28        | FY23-FY32         | Estimate Type | Estimate Amount |
|----------------|---|--|-----------------|----------------------|-------------|------------------|-------------------|---------------|-----------------|
|                | 11181   | Internet of Things (IoT) Software and Hardware Pilot                             | Need            | New Investment       | ✓           | ✓                | ✓                 | TPC           | \$ 3,000        |
|                | 11191   | Metro Transit Police Technology Systems - Sustainment                            | 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 | ✓           | ✓                | ✓                 |               |                 |
|                | 11213   | New Employee Onboarding Documentation Submission Software Sustainment            | Program         | State of Good Repair | ✓           | ✓                | ✓                 |               |                 |
|                | 11221   | IT Distributed Architecture Design, Testing & Cutover Support                    | Project         | 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  | ✓           | ✓                | ✓                 |               |                 |
|                | 11452   | Bus Collision Avoidance System   | Need            | New Investment       |             |                  |                   |               |                 |
|                | 11453   | Installation of Bus Data Recorders   | Need            | New Investment       |             |                  |                   |               |                 |
|                | 11465   | Train Progress Server (TPS) Predictive Intelligence                              | Need            | Assessment or Study  |             |                  |                   |               |                 |
|                | 11471   | Datamart for Internal Business Operations (IBOP) - Phase II                      | Need            | New Investment       |             |                  |                   |               |                 |
|                | 11614   | Technology Asset Management Study  | Study           | State of Good Repair |             |                  |                   |               |                 |
|                | 11627   | Enterprise Architecture (EA) Foundation and Technology Feasibility Investigation | Need            | Assessment or Study  | ✓           | ✓                | ✓                 |               |                 |
| <b>CIP8030</b> | <b>Future Information Technology Projects</b> |  |                 |                      | <b>\$ -</b> | <b>\$ 60,654</b> | <b>\$ 105,254</b> |               |                 |
|                | 10167   | Facilities Access Control System Implementation                                  | Need            | New Investment       |             | ✓                | ✓                 |               |                 |
|                | 10169   | Internet of Things (IoT) Software Development                                    | Need            | New Investment       |             |                  |                   |               |                 |

| CIP | PID   | Initiative Name  | Initiative Type | Primary Purpose      | FY23 | FY23-FY28 | FY23-FY32 | Estimate Type | Estimate Amount |
|-----|-------|--|-----------------|----------------------|------|-----------|-----------|---------------|-----------------|
|     | 10279 | Rail Stations Images and Virtual Reality Representation  | Need            | New Investment       |      | ✓         | ✓         |               |                 |
|     | 10323 | Human Resources Information Digitization Phase 2   | Need            | New Investment       |      | ✓         | ✓         |               |                 |
|     | 10326 | Aerial Mapping of Metro Surface and Ancillary Facilities   | Need            | Assessment or Study  |      |           | ✓         |               |                 |
|     | 10328 | Project Management and Reporting Tool  | Need            | New Investment       |      |           |           |               |                 |
|     | 10358 | Bus Stop Beacon Technology Deployment  | Need            | New Investment       |      |           |           |               |                 |
|     | 10383 | Enterprise Records Management (ERM) Search Screen Migration  | Need            | New Investment       |      |           |           |               |                 |
|     | 10384 | Enterprise Content Management Platform High Availability   | Need            | New Investment       |      |           |           |               |                 |
|     | 10468 | 3D Track Alignment Database Design and Integration   | Need            | New Investment       |      |           |           |               |                 |
|     | 10667 | Paratransit Technology Scheduling System   | Need            | New Investment       |      | ✓         | ✓         |               |                 |
|     | 10711 | Metro Employee Mobile Application (MEMA)   | Need            | New Investment       |      |           |           |               |                 |
|     | 10718 | Mobile Customer Application  | Need            | New Investment       |      |           |           |               |                 |
|     | 10733 | Virtual Desktop Infrastructure (VDI) Workforce Transformation Project                              | Need            | New Investment       |      |           |           |               |                 |
|     | 10759 | Enterprise Data Management and Decision Support Systems  | Need            | New Investment       |      |           |           |               |                 |
|     | 10809 | Metro Transit Police Technology System Improvements  | Need            | New Investment       |      |           |           |               |                 |
|     | 10814 | Rail Operations Control Center Software Replacement  | Need            | New Investment       |      |           |           |               |                 |
|     | 10847 | Electronic Closeout Documents Ingestion for Configuration Management                               | Need            | New Investment       |      |           |           |               |                 |
|     | 10880 | Police Dispatch and Records Management   | Need            | State of Good Repair |      |           |           |               |                 |
|     | 10924 | Bus Stop Survey Data Sync with Global Information System (GIS)                                     | Need            | State of Good Repair |      |           |           |               |                 |
|     | 10927 | Consolidation of On-Board Ancillary Bus Equipment (CoABE) Automatic Failover and High Availability | Need            | State of Good Repair |      |           |           |               |                 |

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| CIP | PID   | Initiative Name  | Initiative Type | Primary Purpose      | FY23 | FY23-FY28 | FY23-FY32 | Estimate Type | Estimate Amount |
|-----|-------|--|-----------------|----------------------|------|-----------|-----------|---------------|-----------------|
|     | 10933 | Disruption Management Software   | Need            | New Investment       |      |           |           |               |                 |
|     | 10935 | Enterprise Learning Management (ELM) Enhancement                               | Need            | State of Good Repair |      |           |           |               |                 |
|     | 10936 | Employee Collaboration and Meetings Platform Upgrade                           | Need            | New Investment       |      |           |           |               |                 |
|     | 10939 | Enterprise Backup: Modernization and Automation                                | Need            | New Investment       |      |           |           |               |                 |
|     | 10940 | Enterprise Interactive Voice Response (IVR) system upgrade                     | Need            | New Investment       |      |           |           |               |                 |
|     | 10941 | Enterprise SAN Modernization and Automation                                    | Need            | New Investment       |      |           |           |               |                 |
|     | 10942 | Enterprise Unix: Modernization and Automation                                  | Need            | New Investment       |      |           |           |               |                 |
|     | 10959 | Supervisory Control and Data Acquisition (SCADA) Network Switch Replacement    | Need            | State of Good Repair |      |           |           |               |                 |
|     | 10962 | Recruitment & Hiring Technology Improvements                                   | Need            | New Investment       |      |           |           |               |                 |
|     | 10977 | WMATA Pension Administration System  | Need            | New Investment       |      |           |           |               |                 |
|     | 11001 | Bus Stop Editor Application Enhancements                                       | Need            | State of Good Repair |      |           |           |               |                 |
|     | 11004 | Fare Evasion Data Collection Application                                       | Need            | New Investment       |      |           |           |               |                 |
|     | 11079 | Public Participation Management System Enhancement                             | Need            | New Investment       |      | ✓         | ✓         | ROM           | \$ 178          |
|     | 11106 | Automated Scanning and Security Baselines for Software                         | Need            | New Investment       |      |           |           |               |                 |
|     | 11113 | Cloud Access Security Tool Roll-Out  | Need            | New Investment       |      |           |           |               |                 |
|     | 11119 | Radio Frequency Identification (RFID) Tags for Track Location Data             | Need            | New Investment       |      |           |           |               |                 |
|     | 11134 | Metro Transit Police Department (MTPD) Information Technology Hardware Refresh | Need            | State of Good Repair |      |           |           |               |                 |
|     | 11162 | Grievance Management System - Arbitration Module                               | Need            | New Investment       |      |           |           |               |                 |
|     | 11163 | Grievance Management System - Disciplinary Action Intake Solution              | Need            | New Investment       |      |           |           |               |                 |



| CIP | PID   | Initiative Name  | Initiative Type | Primary Purpose      | FY23 | FY23-FY28 | FY23-FY32 | Estimate Type | Estimate Amount |
|-----|-------|--|-----------------|----------------------|------|-----------|-----------|---------------|-----------------|
|     | 11165 | Grievance Management System Digitization   | Need            | New Investment       |      |           |           |               |                 |
|     | 11167 | Labor Ticketing Management System  | Need            | New Investment       |      |           |           |               |                 |
|     | 11168 | HR Benefits and Leave Administration   | Need            | New Investment       |      |           |           |               |                 |
|     | 11437 | Metro Intranet Migration and Governance  | Need            | New Investment       |      |           |           |               |                 |
|     | 11438 | Asset Management Standardization and Governance                                  | Need            | New Investment       |      |           |           |               |                 |
|     | 11439 | Asset Management Data Improvements - Add New Locations                           | Need            | State of Good Repair |      |           |           |               |                 |
|     | 11440 | Integrate the Vendor Managed Inventory and Asset Management Systems              | Need            | New Investment       |      |           |           |               |                 |
|     | 11443 | Configuration Management Platform Migration                                      | Need            | State of Good Repair |      |           |           |               |                 |
|     | 11445 | Shared Solution Process Modernization  | Need            | New Investment       |      |           |           |               |                 |
|     | 11457 | Rail Ridership Survey Mobile Application Development                             | Need            | New Investment       |      |           |           |               |                 |
|     | 11459 | Bus Ridership Survey Mobile Application Replacement                              | Need            | New Investment       |      |           |           |               |                 |
|     | 11463 | Software Asset Management system and processes                                   | Need            | New Investment       |      |           |           |               |                 |
|     | 11464 | Digital Technology Governance Board support                                      | Need            | New Investment       |      |           |           |               |                 |
|     | 11466 | Security Initiatives for Fare, Bus, and Scheduling                               | Need            | State of Good Repair |      |           |           |               |                 |
|     | 11467 | Health Insurance Portability and Accountability Act (HIPAA) Security Remediation | Need            | New Investment       |      |           |           |               |                 |
|     | 11468 | Vulnerability & Patch Management Program   | Need            | State of Good Repair |      |           |           |               |                 |
|     | 11469 | Americans with Disabilities Act (ADA) Tracking Software                          | Need            | New Investment       |      |           |           |               |                 |
|     | 11470 | Fare Collection List Management and Testing                                      | Need            | New Investment       |      |           |           |               |                 |
|     | 11472 | Solution to Consolidate of Employee/Patron Complaints                            | Need            | Assessment or Study  |      |           |           |               |                 |

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| CIP            | PID   | Initiative Name  | Initiative Type | Primary Purpose      | FY23        | FY23-FY28        | FY23-FY32         | Estimate Type | Estimate Amount |
|----------------|---|--|-----------------|----------------------|-------------|------------------|-------------------|---------------|-----------------|
|                | 11473                                       | Enterprise Learning Management (ELM) Training Improvements                           | Need            | Assessment or Study  |             |                  |                   |               |                 |
|                | 11474                                       | Customer Complaint Investigation   | Need            | Assessment or Study  |             |                  |                   |               |                 |
|                | 11475                                       | Family and Medical Leave Act (FMLA) Processing Improvements                          | Need            | Assessment or Study  |             |                  |                   |               |                 |
|                | 11476                                       | Category Management and Strategic Sourcing for Procurement                           | Need            | New Investment       |             |                  |                   |               |                 |
|                | 11477                                       | eProcurement Sourcing Solution   | Need            | New Investment       |             |                  |                   |               |                 |
|                | 11478                                       | Management and Analytics for Procurement and Materials (PMRT) Data                   | Need            | New Investment       |             |                  |                   |               |                 |
|                | 11479                                       | Support for Outsourced Employee Training   | Need            | Assessment or Study  |             |                  |                   |               |                 |
|                | 11480                                       | Vendor Management - Execution & Optimization   | Need            | New Investment       |             |                  |                   |               |                 |
|                | 11481                                       | Administrative Processes - Assessment  | Need            | Assessment or Study  |             |                  |                   |               |                 |
|                | 11482                                       | Complaint Management System  | Need            | Assessment or Study  |             |                  |                   |               |                 |
|                | 11483                                       | Workload Assessment Tool - Human Capital Team  | Need            | New Investment       |             |                  |                   |               |                 |
|                | 11484                                       | Project Intake, Approval and Tracking Tool - Internal Business Operations (IBOP)     | Need            | New Investment       |             |                  |                   |               |                 |
|                | 11485                                       | MetroAccess Technology Sustainment   | Need            | State of Good Repair |             |                  |                   |               |                 |
|                | 11508                                       | Bus Change Management Application - Planning and Scheduling                          | Need            | New Investment       |             |                  |                   |               |                 |
|                | 11509                                       | Digital Accessibility Evaluation for Americans with Disabilities Act (ADA)           | Need            | New Investment       |             |                  |                   |               |                 |
|                | 11529                                       | Paperwork Reduction Using Digital Forms and e-Signatures                             | Need            | New Investment       |             |                  |                   |               |                 |
|                | 11530                                       | Occupational Health and Wellness (OHAW) Technology Prioritization and Implementation | Need            | New Investment       |             |                  |                   |               |                 |
|                | 11618                                       | Emerging Technology Investments  | Need            | New Investment       |             | ✓                | ✓                 |               |                 |
| <b>CIP8032</b> | <b>Future Metro Transit Police Projects</b> |  |                 |                      | <b>\$ -</b> | <b>\$ 19,536</b> | <b>\$ 165,366</b> |               |                 |

| CIP            | PID   | Initiative Name  | Initiative Type | Primary Purpose      | FY23        | FY23-FY28       | FY23-FY32        | Estimate Type | Estimate Amount |
|----------------|---|--|-----------------|----------------------|-------------|-----------------|------------------|---------------|-----------------|
|                | 10645   | Vehicle Access Barriers Improvements   | Need            | New Investment       |             | ✓               | ✓                |               |                 |
|                | 10727   | Threat and Vulnerability Assessment (TVA) Remediation  | Need            | State of Good Repair |             | ✓               | ✓                |               |                 |
|                | 10805   | Consolidated Police Training Facility Construction   | Need            | New Investment       |             |                 | ✓                |               |                 |
|                | 11120   | Special Police Guard Booths - Rehabilitation & Replacement                                   | Need            | State of Good Repair |             | ✓               | ✓                | ROM           | \$ 3,536        |
|                | 11132   | Vehicle Access Barriers State of Good Repair   | Need            | State of Good Repair |             | ✓               | ✓                |               |                 |
|                | 11133   | Chemical, Biological, Radiological and Nuclear (CBRN) Systemwide Upgrade                     | Need            | State of Good Repair |             | ✓               | ✓                | ROM           | \$ 350          |
|                | 11136   | Security Operations Control Center (SOCC) Rehabilitation & Upgrades                          | Need            | State of Good Repair |             |                 |                  |               |                 |
|                | 11534   | L'Enfant Plaza Transit Police Room Construction  | Need            | New Investment       |             | ✓               | ✓                |               |                 |
| <b>CIP8033</b> | <b>D&amp;E Support Equipment Improvements</b> |  |                 |                      | <b>\$ -</b> | <b>\$ 2,738</b> | <b>\$ 48,318</b> |               |                 |
|                | 10151   | Metro Transit Police Department (MTPD) Technology Needs Study                                | Study           | Assessment or Study  |             | ✓               | ✓                |               |                 |
|                | 10198   | Heating, Ventilation, and Air Conditioning and Building Automation Systems Replacement Study | Need            | Assessment or Study  |             | ✓               | ✓                |               |                 |
|                | 10206   | Chemical, Biological, Radiological and Nuclear (CBRN) Security System Assessment             | Study           | Assessment or Study  |             |                 |                  |               |                 |
|                | 10215   | Defining a Continuous Commissioning Program for Metro Owned Facilities                       | Need            | Assessment or Study  |             | ✓               | ✓                |               |                 |
|                | 10233   | Replacement of Canine (K9) Training Facilities   | Need            | New Investment       |             |                 | ✓                | ROM           | \$ 5,580        |
|                | 10385   | Energy Monitoring and Smart Metering Software and System                                     | Need            | New Investment       |             | ✓               | ✓                |               |                 |
|                | 10506   | Communications Field Office Renovation   | Need            | State of Good Repair |             | ✓               | ✓                |               |                 |
|                | 10507   | Digital Customer Experience Strategy   | Study           | Assessment or Study  |             |                 |                  |               |                 |
|                | 10713   | MetroDocs Pilot  | Project         | New Investment       |             |                 |                  |               |                 |
|                | 10835   | Consolidated Police Training Facility Study  | Study           | Assessment or Study  |             | ✓               | ✓                |               |                 |

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| CIP                 | PID  | Initiative Name  | Initiative Type        | Primary Purpose      | FY23             | FY23-FY28         | FY23-FY32         | Estimate Type | Estimate Amount |
|---------------------|--|--|------------------------|----------------------|------------------|-------------------|-------------------|---------------|-----------------|
|                     | 11137  | Visitor Access Management System Study                               | Study                  | Assessment or Study  |                  |                   |                   |               |                 |
|                     | 11192  | Radio State of Good Repair   | Need                   | State of Good Repair |                  |                   | ✓                 | ROM           | \$ 40,000       |
|                     | 11246  | Visitor Access Management System Implementation                      | Need                   | New Investment       |                  |                   |                   |               |                 |
|                     | 11366  | Crime Prevention Pilot   | Need                   | New Investment       |                  |                   |                   |               |                 |
| <b>CIP8034</b>      | <b>Future Support Equipment Projects</b>             |  |                        |                      | <b>\$ 500</b>    | <b>\$ 16,000</b>  | <b>\$ 18,000</b>  |               |                 |
|                     | 10442  | Telegraph Road Office Renovation                                     | Need                   | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                     | 11166  | Occupational Health and Wellness Department (OHAW) Medical Equipment | Program                | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
| <b>CRB0005</b>      | <b>Planning Support for the District of Columbia</b> |  |                        |                      | <b>\$ 1,091</b>  | <b>\$ 6,091</b>   | <b>\$ 10,091</b>  |               |                 |
|                     | 10626  | Project Development Program - DC                                     | Program                | Assessment or Study  | ✓                | ✓                 | ✓                 |               |                 |
| <b>CRB0009</b>      | <b>Planning Support for Maryland Jurisdictions</b>   |  |                        |                      | <b>\$ 936</b>    | <b>\$ 5,936</b>   | <b>\$ 9,936</b>   |               |                 |
|                     | 10628  | Project Development Program - MD                                     | Program                | Assessment or Study  | ✓                | ✓                 | ✓                 |               |                 |
| <b>CRB0018</b>      | <b>Planning Support for Virginia Jurisdictions</b>   |  |                        |                      | <b>\$ 1,082</b>  | <b>\$ 6,082</b>   | <b>\$ 10,082</b>  |               |                 |
|                     | 10627  | Project Development Program - VA                                     | Program                | Assessment or Study  | ✓                | ✓                 | ✓                 |               |                 |
|                     | 10848  | Crystal City Metrorail Station New East Entrance                     | Project                | New Investment       | ✓                | ✓                 | ✓                 |               |                 |
| <b>Rail Systems</b> |  |  |                        |                      |                  |                   |                   |               |                 |
| <b>CIP0076</b>      | <b>Rail System Power Upgrades</b>                    |  |                        |                      | <b>\$ 15,883</b> | <b>\$ 28,947</b>  | <b>\$ 28,947</b>  |               |                 |
|                     | 10008  | Rail Power Infrastructure Upgrades                                   | Project                | New Investment       | ✓                | ✓                 | ✓                 | TPC           | \$ 64,237       |
| <b>CIP0136</b>      | <b>Radio Infrastructure Replacement</b>              |  |                        |                      | <b>\$ 35,034</b> | <b>\$ 92,582</b>  | <b>\$ 92,582</b>  |               |                 |
|                     | 10558  | Radio Infrastructure Replacement and Band Relocation                 | Project                | State of Good Repair | ✓                | ✓                 | ✓                 | TPC           | \$ 436,686      |
|                     | 10788  | Radio Corrective Maintenance   | Corrective Maintenance | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
| <b>CIP0139_S9</b>   | <b>Tunnel Fan Control Panels Replacement</b>         |  |                        |                      | <b>\$ 1,780</b>  | <b>\$ 1,780</b>   | <b>\$ -</b>       |               |                 |
|                     | 11186  | Tunnel Ventilation Control System Programmable Logic Control (PLCs)  | Project                | State of Good Repair | ✓                | ✓                 |                   |               |                 |
| <b>CIP0251</b>      | <b>Automatic Train Control State of Good Repair</b>  |  |                        |                      | <b>\$ 71,579</b> | <b>\$ 526,261</b> | <b>\$ 864,243</b> |               |                 |

| CIP | PID   | Initiative Name  | Initiative Type        | Primary Purpose      | FY23 | FY23-FY28 | FY23-FY32 | Estimate Type | Estimate Amount |
|-----|-------|--|------------------------|----------------------|------|-----------|-----------|---------------|-----------------|
|     | 10475 | Automatic Train Control Engineering Modification Instructions Development and Implementation Program | Program                | State of Good Repair | ✓    | ✓         | ✓         |               |                 |
|     | 10477 | High Current Bond Replacement  | Project                | New Investment       |      |           |           |               |                 |
|     | 10479 | Intrusion Detection Warning System Replacement   | Need                   | State of Good Repair |      | ✓         | ✓         | ROM           | \$ 36,000       |
|     | 10480 | Interlocking Rehabilitation  | Project                | State of Good Repair | ✓    | ✓         | ✓         |               |                 |
|     | 10493 | Train Control Room Analog to Digital Communication Upgrade   | Project                | State of Good Repair |      |           |           |               |                 |
|     | 10495 | Room Rehabilitation Program  | Need                   | State of Good Repair |      |           | ✓         |               |                 |
|     | 10497 | Automatic Train Control Alexandria Railyard Rehabilitation   | Project                | State of Good Repair |      |           |           |               |                 |
|     | 10501 | Switch Machine Replacement - Future  | Program                | State of Good Repair | ✓    | ✓         | ✓         |               |                 |
|     | 10704 | Automatic Train Control Training Lab   | Project                | New Investment       |      |           |           |               |                 |
|     | 10789 | Automatic Train Control Corrective Maintenance   | Corrective Maintenance | State of Good Repair | ✓    | ✓         | ✓         |               |                 |
|     | 10980 | Train Control Room Rehabilitation Phase 1  | Project                | State of Good Repair | ✓    | ✓         | ✓         | ROM           | \$ 83,193       |
|     | 10982 | Train Control Room Rehabilitation Phase 2  | Need                   | State of Good Repair | ✓    | ✓         | ✓         | ROM           | \$ 273,598      |
|     | 10983 | Automatic Train Control Track Circuit Cable Testing and Replacement                                  | Program                | State of Good Repair | ✓    | ✓         | ✓         |               |                 |
|     | 10984 | Automatic Train Control Power Supply Replacement   | Project                | State of Good Repair |      |           |           |               |                 |
|     | 10985 | Automatic Train Control New Carrollton Railyard Rehabilitation                                       | Need                   | State of Good Repair |      | ✓         | ✓         | ROM           | \$ 48,077       |
|     | 10986 | Automatic Train Control Program Support  | Program                | State of Good Repair | ✓    | ✓         | ✓         |               |                 |
|     | 10987 | Automatic Train Control Engineering/Design   | Program                | State of Good Repair | ✓    | ✓         | ✓         |               |                 |
|     | 11070 | Automatic Train Control Brentwood Railyard Rehabilitation  | Need                   | State of Good Repair |      |           |           | ROM           | \$ 55,115       |

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| CIP            | PID  | Initiative Name   | Initiative Type | Primary Purpose      | FY23             | FY23-FY28         | FY23-FY32           | Estimate Type | Estimate Amount |
|----------------|--|---|-----------------|----------------------|------------------|-------------------|---------------------|---------------|-----------------|
|                | 11071                                      | Automatic Train Control Greenbelt Railyard Rehabilitation                 | Need            | State of Good Repair |                  |                   |                     | ROM           | \$ 63,696       |
|                | 11072                                      | Automatic Train Control Glenmont Railyard Rehabilitation                  | Need            | State of Good Repair |                  |                   | ✓                   |               |                 |
|                | 11073                                      | Automatic Train Control Shady Grove Railyard Rehabilitation               | Need            | State of Good Repair |                  |                   | ✓                   | ROM           | \$ 50,216       |
|                | 11074                                      | Automatic Train Control West Falls Church Railyard Rehabilitation         | Need            | State of Good Repair |                  |                   |                     | ROM           | \$ 42,948       |
|                | 11075                                      | Automatic Train Control Branch Ave Railyard Rehabilitation                | Need            | State of Good Repair |                  |                   |                     | ROM           | \$ 38,868       |
|                | 11169                                      | Intrusion Detection Warning System Study                                  | Study           | Assessment or Study  | ✓                | ✓                 | ✓                   |               |                 |
|                | 11261                                      | Automatic Train Control Track Switch Heater Replacement                   | Need            | State of Good Repair |                  | ✓                 | ✓                   | ROM           | \$ 9,395        |
|                | 11294                                      | Return to Automatic Train Operations                                      | Need            | State of Good Repair |                  |                   |                     |               |                 |
|                | 11316                                      | Automatic Train Control Training Lab 2                                    | Need            | New Investment       |                  |                   |                     |               |                 |
|                | 11360                                      | Intrusion Detection Warning System Assessment and Solution Implementation | Need            | State of Good Repair |                  |                   |                     |               |                 |
|                | 11371                                      | Intrusion Detection Warning System - Red Line                             | Need            | State of Good Repair |                  |                   |                     |               |                 |
|                | 11391                                      | Automatic Train Control Stray Current Testing                             | Need            | New Investment       |                  |                   |                     |               |                 |
|                | 11418                                      | Automatic Train Control Legacy Remote Terminal Unit Replacement           | Need            | State of Good Repair |                  |                   |                     |               |                 |
|                | 11419                                      | Automatic Train Control Inventory Control Assessment                      | Need            | State of Good Repair |                  | ✓                 | ✓                   |               |                 |
|                | 11420                                      | Track Switch Heater Replacement Study                                     | Study           | Assessment or Study  |                  | ✓                 | ✓                   |               |                 |
|                | 11421                                      | Automatic Train Control Replacement of Power Transfer Switches            | Need            | State of Good Repair |                  |                   |                     |               |                 |
| <b>CIP0253</b> | <b>Traction Power State of Good Repair</b> |   |                 |                      | <b>\$ 43,288</b> | <b>\$ 477,109</b> | <b>\$ 1,168,704</b> |               |                 |
|                | 10012                                      | Traction Power State of Good Repair - Current Contracts                   | Program         | State of Good Repair |                  |                   |                     |               |                 |
|                | 10039                                      | Systemwide Tagging Relay Implementation                                   | Need            | New Investment       |                  | ✓                 | ✓                   | TPC           | \$ 5,500        |

| CIP            | PID  | Initiative Name  | Initiative Type        | Primary Purpose      | FY23            | FY23-FY28        | FY23-FY32         | Estimate Type | Estimate Amount |
|----------------|--|--|------------------------|----------------------|-----------------|------------------|-------------------|---------------|-----------------|
|                | 10319  | Railyard to Mainline Power Isolation System Upgrades                   | Need                   | New Investment       | ✓               | ✓                | ✓                 | ROM           | \$ 25,602       |
|                | 10535  | Rosslyn Traction Power Substation (TPSS) Collapsed Cable Tray Redesign | Project                | State of Good Repair |                 |                  |                   | TPC           | \$ 7,612        |
|                | 10791  | Traction Power Corrective Maintenance                                  | Corrective Maintenance | State of Good Repair | ✓               | ✓                | ✓                 |               |                 |
|                | 10972  | Replace Traction Power Electromechanical and Solid State relays        | Need                   | New Investment       |                 | ✓                | ✓                 | ROM           | \$ 7,424        |
|                | 11019  | Traction Power State of Good Repair - Contract 1                       | Project                | State of Good Repair | ✓               | ✓                | ✓                 | TPC           | \$ 165,535      |
|                | 11020  | Traction Power State of Good Repair - Contract 2                       | Need                   | State of Good Repair |                 | ✓                | ✓                 | ROM           | \$ 128,589      |
|                | 11021  | Traction Power State of Good Repair - Contract 3                       | Need                   | State of Good Repair |                 | ✓                | ✓                 | ROM           | \$ 271,555      |
|                | 11022  | Traction Power State of Good Repair - Contract 4                       | Need                   | State of Good Repair |                 |                  | ✓                 | ROM           | \$ 338,008      |
|                | 11025  | Power State of Good Repair Meggering and Replacement                   | Program                | State of Good Repair | ✓               | ✓                | ✓                 |               |                 |
|                | 11175  | Traction Power Program Management                                      | Program                | State of Good Repair | ✓               | ✓                | ✓                 |               |                 |
|                | 11176  | Traction Power Engineering Support                                     | Program                | State of Good Repair | ✓               | ✓                | ✓                 |               |                 |
|                | 11177  | Traction Power Maintenance and Escort Support                          | Program                | State of Good Repair | ✓               | ✓                | ✓                 |               |                 |
|                | 11254  | Braking Energy Recovery Battery Storage Systems                        | Need                   | New Investment       | ✓               | ✓                | ✓                 |               |                 |
|                | 11346  | Braking Energy Recovery Transfer Trip Protection                       | Need                   | New Investment       |                 |                  |                   |               |                 |
|                | 11369  | Silver Line Phase 1 & 2 Power Room Temperature Sensor Installation     | Need                   | State of Good Repair |                 |                  |                   |               |                 |
|                | 11395  | Systemwide Traction Power Tagging Relay Retrofits - Phase 1            | Need                   | New Investment       |                 |                  |                   |               |                 |
| <b>CIP0257</b> | <b>Emergency Trip Station (ETS) Rehabilitation</b> |  |                        |                      | <b>\$ 1,400</b> | <b>\$ 67,000</b> | <b>\$ 266,390</b> |               |                 |
|                | 11023  | Emergency Trip Station (ETS) System Replacement                        | Need                   | State of Good Repair |                 | ✓                | ✓                 | ROM           | \$ 259,390      |

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| CIP            | PID                                    | Initiative Name   | Initiative Type        | Primary Purpose      | FY23             | FY23-FY28         | FY23-FY32         | Estimate Type | Estimate Amount |
|----------------|--|---|------------------------|----------------------|------------------|-------------------|-------------------|---------------|-----------------|
|                | 11393                                  | Emergency Trip Station (ETS) Telephone Corrective Maintenance   | Corrective Maintenance | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
| <b>CIP0286</b> | <b>Power Generator Replacement</b>     |   |                        |                      | <b>\$ 5,420</b>  | <b>\$ 41,925</b>  | <b>\$ 41,925</b>  |               |                 |
|                | 10043                                  | Permanent Generator System Replacement - Future                 | Project                | State of Good Repair | ✓                | ✓                 | ✓                 | TPC           | \$ 42,550       |
| <b>CIP0332</b> | <b>Fiber Optic Cable Installation</b>  |   |                        |                      | <b>\$ 28,192</b> | <b>\$ 320,702</b> | <b>\$ 320,702</b> |               |                 |
|                | 10988                                  | Fiber Optic Cable Installation for Ancillary Rooms              | Project                | State of Good Repair | ✓                | ✓                 | ✓                 | TPC           | \$ 341,000      |
| <b>CIP8007</b> | <b>D&amp;E Electrical Improvements</b> |   |                        |                      | <b>\$ 516</b>    | <b>\$ 4,317</b>   | <b>\$ 4,317</b>   |               |                 |
|                | 10891                                  | Rail Running Heat Tape Pilot Phase 2                            | Project                | State of Good Repair |                  |                   |                   |               |                 |
|                | 10960                                  | Metallic Dust Ventilation in Tunnels Study                      | Study                  | Assessment or Study  |                  | ✓                 | ✓                 |               |                 |
|                | 10971                                  | Traction Power Test Equipment Replacement                       | Need                   | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                | 10974                                  | Transformer Dissolved Gas Analyzer (DGA) connectivity equipment | Need                   | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 11090                                  | Braking Energy Recovery Testing and Measurement                 | Need                   | New Investment       | ✓                | ✓                 | ✓                 |               |                 |
|                | 11200                                  | Third Rail Heat Tape Study                                      | Study                  | Assessment or Study  | ✓                | ✓                 | ✓                 |               |                 |
|                | 11232                                  | Low Voltage Power Condition Assessment                          | Study                  | Assessment or Study  |                  | ✓                 | ✓                 |               |                 |
|                | 11367                                  | Silver Line Phase-1 DC switchgear Transfer Trip Pilot           | Need                   | New Investment       |                  |                   |                   |               |                 |
|                | 11368                                  | Energy Storage System Program Support                           | Need                   | New Investment       |                  | ✓                 | ✓                 |               |                 |
|                | 11422                                  | Voltage and Track Switch Sensing Device Study                   | Study                  | Assessment or Study  |                  | ✓                 | ✓                 |               |                 |
|                | 11423                                  | High Voltage Stray Current Monitoring System Study              | Study                  | Assessment or Study  |                  | ✓                 | ✓                 |               |                 |
|                | 11424                                  | Braking Energy Recovery Installation Systemwide Strategy        | Study                  | Assessment or Study  |                  | ✓                 | ✓                 |               |                 |
|                | 11425                                  | Silver Line Phase-1 DC switchgear Transfer Trip Business Case   | Study                  | Assessment or Study  |                  | ✓                 | ✓                 |               |                 |
| <b>CIP8008</b> | <b>Future Traction Power Projects</b>  |   |                        |                      | <b>\$ -</b>      | <b>\$ 67,395</b>  | <b>\$ 249,487</b> |               |                 |

| CIP | PID   | Initiative Name   | Initiative Type | Primary Purpose      | FY23 | FY23-FY28 | FY23-FY32 | Estimate Type | Estimate Amount |
|-----|-------|---|-----------------|----------------------|------|-----------|-----------|---------------|-----------------|
|     | 10798 | Braking Energy Recovery Installation Systemwide                             | Need            | New Investment       |      | ✓         | ✓         |               |                 |
|     | 10919 | AC Power Room Rehabilitation at Railyards                                   | Need            | State of Good Repair |      | ✓         | ✓         |               |                 |
|     | 10955 | Interconnect Fire alarm to De-energize Traction Power Equipment             | Need            | State of Good Repair |      |           |           |               |                 |
|     | 10964 | Running Rail Heat Tape Implementation                                       | Need            | State of Good Repair |      | ✓         | ✓         |               |                 |
|     | 10969 | High Voltage Stray Current Monitoring System                                | Need            | New Investment       |      |           | ✓         | ROM           | \$ 79,342       |
|     | 10970 | Traction Power Ground Grid State of Good Repair Monitoring and Remediation  | Need            | State of Good Repair |      | ✓         | ✓         |               |                 |
|     | 11026 | Alexandria Railyard Tower and Yard Contact Rails (YCR) upgrades             | Need            | State of Good Repair |      | ✓         | ✓         |               |                 |
|     | 11067 | Union Station Traction Power Sub Station Area False Ceiling                 | Need            | State of Good Repair |      |           |           |               |                 |
|     | 11081 | New Carrollton Railyard Tower and Yard Contact Rails (YCR) upgrades         | Need            | State of Good Repair |      | ✓         | ✓         |               |                 |
|     | 11082 | Brentwood Railyard Tower and Yard Contact Rails (YCR) upgrades              | Need            | State of Good Repair |      | ✓         | ✓         |               |                 |
|     | 11083 | Greenbelt Railyard Tower and Yard Contact Rails (YCR) upgrades              | Need            | State of Good Repair |      | ✓         | ✓         |               |                 |
|     | 11084 | Glenmont Railyard Tower and Yard Contact Rails (YCR) upgrades               | Need            | State of Good Repair |      | ✓         | ✓         |               |                 |
|     | 11085 | Shady Grove Railyard Tower and Yard Contact Rails (YCR) upgrades            | Need            | State of Good Repair |      |           | ✓         |               |                 |
|     | 11086 | West Falls Church Railyard Tower and Yard Contact Rails (YCR) upgrades      | Need            | State of Good Repair |      |           | ✓         |               |                 |
|     | 11087 | Branch Ave Railyard Tower and Yard Contact Rails (YCR) upgrades             | Need            | State of Good Repair |      |           | ✓         |               |                 |
|     | 11171 | Traction Power Equipment Test Bay Replacement at West Falls Church Railyard | Need            | New Investment       |      |           |           |               |                 |
|     | 11172 | Third Rail Heat Tape Implementation   | Need            | New Investment       |      |           |           |               |                 |
|     | 11290 | Improvements in Ventilation in Tunnels: Metallic Dust                       | Need            | State of Good Repair |      |           |           |               |                 |
|     | 11370 | Voltage and Track Switch Sensing Device Installation                        | Need            | New Investment       |      |           |           |               |                 |

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|----------------|---|--|------------------------|----------------------|------------------|-------------------|---------------------|---------------|-----------------|
| <b>CIP8010</b> | <b>Future Signals and Communications Improvements</b>     |  |                        |                      | <b>\$ -</b>      | <b>\$ 23,000</b>  | <b>\$ 143,000</b>   |               |                 |
|                | 10474   | Automatic Train Control (ATC) Next Generation Implementation | Need                   | State of Good Repair |                  | ✓                 | ✓                   |               |                 |
|                | 11583   | Security Cameras at Metrorail Interlockings: Business Case   | Study                  | Assessment or Study  |                  |                   |                     |               |                 |
| <b>Railcar</b> |   |  |                        |                      |                  |                   |                     |               |                 |
| <b>CIP0059</b> | <b>8000-Series Railcars</b>                               |  |                        |                      | <b>\$ 47,304</b> | <b>\$ 696,326</b> | <b>\$ 2,016,366</b> |               |                 |
|                | 10002   | Railcar Acquisition and Testing - 8000 Series Base           | Project                | State of Good Repair | ✓                | ✓                 | ✓                   | TPC           | \$ 905,319      |
|                | 10661   | 2000/3000 Series Railcar Removal and Disposal                | Project                | State of Good Repair |                  | ✓                 | ✓                   |               |                 |
|                | 10800   | 8000-Series Railcars Additional Options                      | Need                   | State of Good Repair |                  |                   | ✓                   |               |                 |
|                | 11239   | Railcar Acquisition and Testing - 8000 Series Option 1       | Project                | State of Good Repair |                  | ✓                 | ✓                   | TPC           | \$ 324,000      |
| <b>CIP0063</b> | <b>Rail Vehicle Scheduled Maintenance Program</b>         |  |                        |                      | <b>\$ 54,987</b> | <b>\$ 417,962</b> | <b>\$ 726,142</b>   |               |                 |
|                | 10024   | 7000-Series Railcar Scheduled Rehabilitation                 | Program                | State of Good Repair | ✓                | ✓                 | ✓                   |               |                 |
|                | 10058   | 6000-Series Railcar Scheduled Rehabilitation                 | Program                | State of Good Repair | ✓                | ✓                 | ✓                   |               |                 |
|                | 10102   | 2000- and 3000-Series Railcar Scheduled Rehabilitation       | Project                | State of Good Repair |                  |                   |                     |               |                 |
|                | 10554   | Railcar Rehabilitation Program Support                       | Program                | State of Good Repair | ✓                | ✓                 | ✓                   |               |                 |
|                | 10658   | Automatic Wayside Inspection System for Railcars             | Need                   | New Investment       |                  |                   | ✓                   |               |                 |
|                | 10785   | Railcar Corrective Maintenance                               | Corrective Maintenance | State of Good Repair | ✓                | ✓                 | ✓                   |               |                 |
| <b>CIP0067</b> | <b>Rail Vehicle Safety &amp; Reliability Improvements</b> |  |                        |                      | <b>\$ 2,760</b>  | <b>\$ 13,760</b>  | <b>\$ 22,560</b>    |               |                 |
|                | 10530   | Railcar Engineering Services                                 | Program                | State of Good Repair | ✓                | ✓                 | ✓                   |               |                 |
|                | 10662   | Precision Station Stopping (PSS)                             | Project                | State of Good Repair |                  |                   |                     |               |                 |
|                | 11293   | Railcar UV Filters   | Project                | New Investment       |                  |                   |                     |               |                 |



| CIP            | PID  | Initiative Name  | Initiative Type | Primary Purpose      | FY23             | FY23-FY28         | FY23-FY32         | Estimate Type | Estimate Amount |
|----------------|--|--|-----------------|----------------------|------------------|-------------------|-------------------|---------------|-----------------|
|                | 11297  | Railcar Air Filtration and Disinfection Test and Evaluation        | Project         | New Investment       |                  |                   |                   |               |                 |
| <b>CIP0142</b> | <b>Rail Vehicle Preventive Maintenance</b>                 |  |                 |                      | <b>\$ 59,000</b> | <b>\$ 354,000</b> | <b>\$ 590,000</b> |               |                 |
|                | 10559  | Railcar Preventive Maintenance                                     | Program         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
| <b>CIP0204</b> | <b>Railcar Rooftop Access Platform</b>                     |  |                 |                      | <b>\$ -</b>      | <b>\$ 2,617</b>   | <b>\$ 2,617</b>   |               |                 |
|                | 10356  | Railcar Rooftop Access Platforms Construction at Five Railyards    | Project         | State of Good Repair |                  | ✓                 | ✓                 | TPC           | \$ 5,970        |
| <b>CIP0225</b> | <b>Heavy Repair and Overhaul Facility</b>                  |  |                 |                      | <b>\$ 69,755</b> | <b>\$ 349,956</b> | <b>\$ 349,956</b> |               |                 |
|                | 10445  | Railcar Heavy Repair and Overhaul Facility                         | Project         | New Investment       | ✓                | ✓                 | ✓                 | TPC           | \$ 467,044      |
| <b>CIP0256</b> | <b>7000-Series Railcars</b>                                |  |                 |                      | <b>\$ 57,682</b> | <b>\$ 324,697</b> | <b>\$ 324,697</b> |               |                 |
|                | 10566  | Railcar Replacement - 7000 Series Acquisition                      | Project         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                | 10684  | Railcar Training Simulators  | Project         | State of Good Repair |                  |                   |                   |               |                 |
| <b>CIP0279</b> | <b>Railyard Shop Equipment Replacement</b>                 |  |                 |                      | <b>\$ 1,300</b>  | <b>\$ 3,300</b>   | <b>\$ 3,300</b>   |               |                 |
|                | 10688  | Railyard Shop Equipment Rehabilitation Program                     | Project         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
| <b>CIP0283</b> | <b>Railcar Maintenance Facilities State of Good Repair</b> |  |                 |                      | <b>\$ 3,259</b>  | <b>\$ 60,526</b>  | <b>\$ 60,526</b>  |               |                 |
|                | 10259  | Railcar Wash Facility Rehabilitation at All Railyards              | Need            | State of Good Repair | ✓                | ✓                 | ✓                 | ROM           | \$ 61,878       |
|                | 10329  | Swing Gate Replacements - Four Railyards                           | Need            | State of Good Repair |                  | ✓                 | ✓                 | ROM           | \$ 400          |
| <b>CIP0284</b> | <b>Railyard Facility and Site Rehabilitation</b>           |  |                 |                      | <b>\$ 200</b>    | <b>\$ 147,260</b> | <b>\$ 545,343</b> |               |                 |
|                | 10011  | Railyard Rehabilitation: Electrical and Mechanical                 | Project         | State of Good Repair |                  |                   |                   |               |                 |
|                | 10050  | Emergency Fuel Shut Off Relocation                                 | Project         | State of Good Repair |                  |                   |                   |               |                 |
|                | 10680  | Track and Structures Systems Maintenance Building Renovation Study | Study           | Assessment or Study  | ✓                | ✓                 | ✓                 |               |                 |
|                | 10721  | Annex-to-the-Annex Building at Greenbelt Yard Study                | Need            | New Investment       |                  |                   | ✓                 |               |                 |
|                | 10775  | Track and Structures Systems Maintenance Building Renovation       | Need            | State of Good Repair |                  | ✓                 | ✓                 | ROM           | \$ 539          |
|                | 10821  | Employee Parking Construction at Three Railyards                   | Need            | New Investment       |                  |                   | ✓                 |               |                 |

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| CIP            | PID                                   | Initiative Name  | Initiative Type | Primary Purpose      | FY23          | FY23-FY28        | FY23-FY32         | Estimate Type | Estimate Amount |
|----------------|---------------------------------------|--|-----------------|----------------------|---------------|------------------|-------------------|---------------|-----------------|
|                | 11064                                 | Cable Trough Rehabilitation in West Falls Church Railyard        | Need            | State of Good Repair |               | ✓                | ✓                 |               |                 |
|                | 11304                                 | 7000 Series Railcar Training Simulators Space Buildout           | Need            | State of Good Repair |               | ✓                | ✓                 |               |                 |
|                | 11310                                 | Cable Reel Installation at Greenbelt Railyard Maintenance Shop   | Project         | State of Good Repair |               |                  |                   |               |                 |
|                | 11575                                 | Systemwide Cable Reel Installation at Railyard Maintenance Shops | Need            | State of Good Repair |               | ✓                | ✓                 |               |                 |
|                | 11577                                 | Railyard State of Good Repair Investments                        | Need            | State of Good Repair |               | ✓                | ✓                 | ROM           | \$ 314,000      |
|                | 11578                                 | Railyard Operational Optimization Improvements                   | Need            | New Investment       |               | ✓                | ✓                 | ROM           | \$ 442,388      |
|                | 11579                                 | Railyard Revenue Service Expansion Investments                   | Need            | New Investment       |               |                  | ✓                 | ROM           | \$ 452,711      |
| <b>CIP8001</b> | <b>D&amp;E Railcar Acquisition</b>    |  |                 |                      | <b>\$ -</b>   | <b>\$ 1,772</b>  | <b>\$ 1,772</b>   |               |                 |
|                | 10799                                 | 8000 Series Procurement Options Evaluation                       | Study           | Assessment or Study  |               | ✓                | ✓                 |               |                 |
|                | 10803                                 | Railcar Fleet Plan Update  | Need            | Assessment or Study  |               | ✓                | ✓                 |               |                 |
|                | 10961                                 | Railcar Transport Vehicle Acquisition                            | Need            | New Investment       |               | ✓                | ✓                 | ROM           | \$ 327          |
|                | 10963                                 | Re-Rail Maintenance Trucks Acquisition                           | Need            | State of Good Repair |               | ✓                | ✓                 |               |                 |
| <b>CIP8003</b> | <b>D&amp;E Railcar Maint/Overhaul</b> |  |                 |                      | <b>\$ -</b>   | <b>\$ 5,125</b>  | <b>\$ 5,125</b>   |               |                 |
|                | 10918                                 | 6K Passenger Information Screens                                 | Need            | New Investment       |               | ✓                | ✓                 |               |                 |
|                | 10926                                 | Railcar Inspection Equipment Acquisition                         | Need            | New Investment       |               | ✓                | ✓                 |               |                 |
| <b>CIP8005</b> | <b>D&amp;E Rail Yard Improvements</b> |  |                 |                      | <b>\$ 484</b> | <b>\$ 17,234</b> | <b>\$ 241,234</b> |               |                 |
|                | 10686                                 | Railyard Rehabilitation and Optimization Study                   | Study           | Assessment or Study  | ✓             | ✓                | ✓                 |               |                 |
|                | 11123                                 | Employee Parking Facilities Assessment                           | Study           | Assessment or Study  |               | ✓                | ✓                 |               |                 |
|                | 11127                                 | Open Materials Storage Building Rehabilitation                   | Need            | State of Good Repair |               | ✓                | ✓                 |               |                 |
|                | 11128                                 | Salt Storage Facility Rehabilitation                             | Need            | State of Good Repair |               | ✓                | ✓                 |               |                 |

| CIP                                      | PID   | Initiative Name  | Initiative Type | Primary Purpose      | FY23            | FY23-FY28       | FY23-FY32        | Estimate Type | Estimate Amount |
|--|---|--|-----------------|----------------------|-----------------|-----------------|------------------|---------------|-----------------|
|  | 11129   | Auth Place Rehabilitation  | Need            | State of Good Repair |                 | ✓               | ✓                |               |                 |
|  | 11208   | Railcar Heavy Repair and Overhaul Facility Phase 2                         | Need            | New Investment       |                 |                 | ✓                |               |                 |
|  | 11240   | Employee Parking Facilities Construction                                   | Need            | New Investment       |                 |                 |                  |               |                 |
|  | 11569   | Railyard and Platform Rehabilitation Program Support                       | Project         | State of Good Repair |                 |                 |                  |               |                 |
| <b>Stations and Passenger Facilities</b> |   |  |                 |                      |                 |                 |                  |               |                 |
| <b>CIP0035</b>                           | <b>Bicycle and Pedestrian Facility Rehabilitation</b> |  |                 |                      | <b>\$ 3,580</b> | <b>\$ 7,611</b> | <b>\$ 37,611</b> |               |                 |
|  | 11000   | Bicycle Facilities - Future  | Need            | State of Good Repair |                 |                 | ✓                |               |                 |
|  | 11345   | Bicycle Facilities Improvements Systemwide                                 | Project         | State of Good Repair | ✓               | ✓               | ✓                | TPC           | \$ 7,373        |
|  | 11455   | Vienna Pedestrian & Bicycle Access Improvements                            | Need            | New Investment       |                 |                 | ✓                |               |                 |
|  | 11456   | West Hyattsville Pedestrian & Bicycle Access Improvements                  | Need            | New Investment       |                 |                 | ✓                |               |                 |
|  | 11489   | Sidewalk Replacement at Benning Road Metrorail Station                     | Need            | State of Good Repair |                 | ✓               | ✓                |               |                 |
|  | 11490   | Branch Avenue Metrorail Station Pedestrian and Bicycle Access Improvements | Need            | State of Good Repair |                 |                 | ✓                |               |                 |
|  | 11491   | Van Dorn Metrorail Station Pedestrian and Bicycle Access Improvements      | Need            | State of Good Repair |                 | ✓               | ✓                |               |                 |
|  | 11498   | Brookland Metrorail Station ADA Accessibility Improvements                 | Need            | New Investment       |                 |                 | ✓                |               |                 |
|  | 11517   | Twinbrook Pedestrian and Bicycle Access Improvements                       | Need            | New Investment       |                 |                 | ✓                |               |                 |
|  | 11518   | Suitland Pedestrian and Bicycle Access Improvements                        | Need            | New Investment       |                 | ✓               | ✓                |               |                 |
|  | 11519   | Southern Avenue Pedestrian and Bicycle Access Improvements                 | Need            | New Investment       |                 |                 | ✓                |               |                 |
|  | 11520   | Shady Grove Metrorail Station Pedestrian and Bicycle Access Improvements   | Need            | New Investment       |                 |                 | ✓                |               |                 |
|  | 11521   | Naylor Road Metrorail Station Pedestrian and Bicycle Access Improvements   | Need            | New Investment       |                 |                 | ✓                |               |                 |

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| CIP            | PID   | Initiative Name  | Initiative Type        | Primary Purpose      | FY23             | FY23-FY28         | FY23-FY32         | Estimate Type | Estimate Amount |
|----------------|---|--|------------------------|----------------------|------------------|-------------------|-------------------|---------------|-----------------|
|                | 11522   | Huntington Pedestrian and Bicycle Access Improvements                          | Need                   | New Investment       |                  |                   | ✓                 |               |                 |
|                | 11523   | East Falls Church Metrorail Station Pedestrian and Bicycle Access Improvements | Need                   | New Investment       |                  |                   | ✓                 |               |                 |
|                | 11524   | Multimodal Access Improvements at Prince George's Plaza                        | Study                  | Assessment or Study  |                  | ✓                 | ✓                 |               |                 |
|                | 11525   | Forest Glen Metrorail Station Pedestrian and Bicycle Access Improvements       | Need                   | New Investment       |                  |                   | ✓                 |               |                 |
|                | 11526   | Greenbelt Metrorail Station Pedestrian and Bicycle Access Improvements         | Need                   | New Investment       |                  |                   | ✓                 |               |                 |
| <b>CIP0072</b> | <b>Elevator Rehabilitation Program</b>          |  |                        |                      | <b>\$ 12,380</b> | <b>\$ 54,880</b>  | <b>\$ 88,880</b>  |               |                 |
|                | 10021   | Elevator Rehabilitation Program - Future                                       | Need                   | State of Good Repair | ✓                | ✓                 | ✓                 | TPC           | \$ 85,931       |
|                | 11323   | Elevator Rehabilitation Program - 8 units                                      | Project                | State of Good Repair | ✓                | ✓                 | ✓                 | TPC           | \$ 8,287        |
| <b>CIP0073</b> | <b>Escalator Rehabilitation Program</b>         |  |                        |                      | <b>\$ 17,608</b> | <b>\$ 108,851</b> | <b>\$ 160,251</b> |               |                 |
|                | 10026   | Escalator Rehabilitation Program - Future                                      | Need                   | 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   | Stairway Construction to Improve Vertical Circulation                          | Need                   | New Investment       |                  | ✓                 | ✓                 |               |                 |
|                | 11325   | Escalator Rehabilitation Program - 73 units                                    | Project                | State of Good Repair | ✓                | ✓                 | ✓                 | TPC           | \$ 73,446       |
| <b>CIP0087</b> | <b>Station and Facility Restoration Program</b> |  |                        |                      | <b>\$ 14,909</b> | <b>\$ 100,747</b> | <b>\$ 153,641</b> |               |                 |
|                | 10001   | Stations and Facilities Restoration Program                                    | Program                | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                | 10787   | Station Corrective Maintenance Program   | Corrective Maintenance | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
| <b>CIP0088</b> | <b>Station Entrance Canopy Installation</b>     |  |                        |                      | <b>\$ 7,376</b>  | <b>\$ 40,861</b>  | <b>\$ 43,861</b>  |               |                 |
|                | 10100   | Station Entrance Escalator Canopies Installation - Phase 4                     | Project                | State of Good Repair | ✓                | ✓                 | ✓                 | TPC           | \$ 45,725       |

| CIP            | PID   | Initiative Name  | Initiative Type | Primary Purpose      | FY23             | FY23-FY28         | FY23-FY32         | Estimate Type | Estimate Amount |
|----------------|-------|--|-----------------|----------------------|------------------|-------------------|-------------------|---------------|-----------------|
|                | 10819 | Station Entrance Escalator Canopy Maintenance and Repairs                  | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
| <b>CIP0108</b> |       | <b>Rhode Island Avenue Station Structural Repair</b>                       |                 |                      |                  | <b>\$ 10,000</b>  | <b>\$ 10,000</b>  |               |                 |
|                | 10134 | Rhode Island Avenue Metrorail Station Platform Rehabilitation              | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
| <b>CIP0132</b> |       | <b>Escalator and Elevator Overhaul Program</b>                             |                 |                      | <b>\$ 11,600</b> | <b>\$ 44,750</b>  | <b>\$ 71,270</b>  |               |                 |
|                | 10393 | Escalator and Elevator Overhaul  | Program         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
| <b>CIP0145</b> |       | <b>Facility Security Monitoring Equipment Program</b>                      |                 |                      | <b>\$ 15,560</b> | <b>\$ 168,605</b> | <b>\$ 202,255</b> |               |                 |
|                | 10075 | Electronic Security System (ESS) Improvement of Coverage                   | Project         | New Investment       | ✓                | ✓                 | ✓                 | TPC           | \$ 6,932        |
|                | 10287 | Electronic Security Systems (ESS) Server and Software Maintenance          | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 10656 | Internet Protocol (IP) Intercom Replacement                                | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 10997 | Closed Circuit TV (CCTV) Lifecycle Replacement                             | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 11365 | NOMA-Gallaudet Metrorail Station Closed Circuit TV (CTTV) Replacement      | Project         | State of Good Repair | ✓                | ✓                 | ✓                 | TPC           | \$ 1,522        |
|                | 11442 | Station Manager Kiosk Security Video Viewing Equipment                     | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 11510 | Electronic Security System (ESS) Improvement of Coverage - Parking Garages | Project         | New Investment       | ✓                | ✓                 | ✓                 | TPC           | \$ 6,492        |
|                | 11511 | Electronic Security System (ESS) Improvement of Coverage - Railyards       | Project         | New Investment       | ✓                | ✓                 | ✓                 | ROM           | \$ 20,341       |
|                | 11513 | Public Address (PA) System Upgrades  | Need            | State of Good Repair |                  | ✓                 | ✓                 | ROM           | \$ 110,223      |
|                | 11514 | Metorail Station Intercom System Replacement - Four Stations               | Need            | State of Good Repair |                  |                   |                   | ROM           | \$ 2,369        |
|                | 11567 | Extension of Security Camera Coverage to Interlockings                     | Need            | New Investment       |                  |                   |                   |               |                 |
|                | 11582 | Electronic Security System (ESS) Ongoing Maintenance                       | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
| <b>CIP0151</b> |       | <b>Rail Station Cooling Rehabilitation Program</b>                         |                 |                      | <b>\$ 9,810</b>  | <b>\$ 20,953</b>  | <b>\$ 20,953</b>  |               |                 |
|                | 10020 | Station Cooling Systems Rehabilitation - 5 Chillers                        | Project         | State of Good Repair | ✓                | ✓                 | ✓                 | TPC           | \$ 25,208       |

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|----------------|--|--|-----------------|----------------------|------------------|-------------------|-------------------|---------------|-----------------|
|                | 11428  | Station Cooling Systems - Tunnel Chilled Water Piping        | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 11572  | Station Cooling Systems Rehabilitation - Future              | Need            | State of Good Repair |                  |                   |                   |               |                 |
| <b>CIP0152</b> | <b>Parking Garage and Surface Lot Rehabilitation</b> |  |                 |                      | <b>\$ 13,542</b> | <b>\$ 97,854</b>  | <b>\$ 166,854</b> |               |                 |
|                | 10027  | Parking Garage Rehabilitation                                | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 10078  | Surface Parking Lots Rehabilitation Program                  | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 10526  | Parking Facility Preventive Maintenance Program              | Need            | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                | 11012  | Parking Facility Inspection Program                          | Need            | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                | 11362  | Rehabilitation of Six Parking Garages and Three Surface Lots | Project         | State of Good Repair | ✓                | ✓                 | ✓                 | TPC           | \$ 7,611        |
|                | 11363  | Parking Garage Rehabilitation at 5 Metrorail Stations        | Project         | State of Good Repair | ✓                | ✓                 | ✓                 | TPC           | \$ 32,418       |
| <b>CIP0185</b> | <b>Escalator Replacement</b>                         |  |                 |                      | <b>\$ 18,500</b> | <b>\$ 199,950</b> | <b>\$ 339,950</b> |               |                 |
|                | 10325  | Escalator Replacement  | Project         | State of Good Repair | ✓                | ✓                 | ✓                 | TPC           | \$ 216,722      |
|                | 11558  | Escalator Replacement - Future                               | Need            | State of Good Repair |                  |                   | ✓                 |               |                 |
| <b>CIP0218</b> | <b>Metrorail Station Improvements</b>                |  |                 |                      | <b>\$ 1,000</b>  | <b>\$ 33,130</b>  | <b>\$ 81,330</b>  |               |                 |
|                | 10301  | Metrorail Station Entrance Gates Replacement                 | Project         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                | 10726  | Customer Amenities Upgrade                                   | Need            | New Investment       |                  |                   | ✓                 |               |                 |
|                | 10757  | Tunnel Shaft Egress Rehabilitation Project                   | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
| <b>CIP0219</b> | <b>Rail Station Lighting Improvements</b>            |  |                 |                      | <b>\$ 19,117</b> | <b>\$ 173,858</b> | <b>\$ 173,858</b> |               |                 |
|                | 10010  | Light Replacement - Station Pathway, Bus Loop, and Site      | Need            | State of Good Repair |                  | ✓                 | ✓                 | ROM           | \$ 8,621        |
|                | 10047  | Aboveground Station Lighting Installation                    | Need            | State of Good Repair |                  | ✓                 | ✓                 | ROM           | \$ 42,821       |
|                | 10048  | Underground Station Lighting and Ceiling Tile Installation   | Need            | State of Good Repair |                  | ✓                 | ✓                 | ROM           | \$ 34,271       |

| CIP            | PID  | Initiative Name   | Initiative Type        | Primary Purpose      | FY23             | FY23-FY28         | FY23-FY32         | Estimate Type | Estimate Amount |
|----------------|--|---|------------------------|----------------------|------------------|-------------------|-------------------|---------------|-----------------|
|                | 10062  | Station Platform Edge Lighting Replacement                                | Project                | State of Good Repair | ✓                | ✓                 | ✓                 | TPC           | \$ 86,600       |
|                | 10512  | Platform Level LED Lighting Replacement                                   | Need                   | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 11397  | Bus Maintenance Facility Site Lighting Improvements                       | Need                   | State of Good Repair |                  |                   |                   |               |                 |
|                | 11427  | Lighting Controls for Parking Lot Lights                                  | Need                   | State of Good Repair |                  |                   |                   |               |                 |
|                | 11436  | Takoma Park Site Lighting and Electrical Repairs                          | Need                   | State of Good Repair |                  |                   |                   |               |                 |
| <b>CIP0241</b> | <b>Flood Resiliency Infrastructure Upgrades</b>    |   |                        |                      | <b>\$ -</b>      | <b>\$ 1,000</b>   | <b>\$ 161,000</b> |               |                 |
|                | 10562  | Systemwide Flood Resiliency Infrastructure Upgrades Assessment            | Study                  | Assessment or Study  |                  |                   |                   |               |                 |
|                | 10866  | Systemwide Flood Resiliency Infrastructure Upgrades Implementation        | Need                   | State of Good Repair |                  |                   | ✓                 |               |                 |
|                | 11376  | Systemwide Flood Resiliency Infrastructure Upgrades Assessment: Phase 2   | Need                   | Assessment or Study  |                  | ✓                 | ✓                 |               |                 |
| <b>CIP0242</b> | <b>Rail System Drainage Rehabilitation Program</b> |   |                        |                      | <b>\$ 13,290</b> | <b>\$ 96,957</b>  | <b>\$ 106,957</b> |               |                 |
|                | 10563  | Drainage Pump Stations (DPS) Rehabilitation Program: 6 Locations          | Project                | State of Good Repair | ✓                | ✓                 | ✓                 | TPC           | \$ 45,043       |
|                | 11342  | Drainage Pump Stations (DPS) Rehabilitation Program - 24 Units Systemwide | Project                | State of Good Repair |                  |                   |                   |               |                 |
|                | 11547  | Drainage Pump Stations (DPS) Rehabilitation Program - Future              | Need                   | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
| <b>CIP0252</b> | <b>Low Voltage Power State of Good Repair</b>      |   |                        |                      | <b>\$ 32,758</b> | <b>\$ 184,374</b> | <b>\$ 261,000</b> |               |                 |
|                | 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 | ✓                | ✓                 | ✓                 | TPC           | \$ 11,827       |
|                | 10260  | Systemwide Replacement of Uninterruptible Power Supply Units (UPS)        | Program                | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                | 10790  | Low Voltage Power Corrective Maintenance                                  | Corrective Maintenance | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                | 10892  | AC Power Room Rehabilitation: 9 locations                                 | Project                | State of Good Repair | ✓                | ✓                 | ✓                 | ROM           | \$ 38,204       |

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|----------------|---|---|-----------------|----------------------|------------------|-------------------|-------------------|---------------|-----------------|
|                | 10901   | AC Switchgear Replacement - 5 locations                           | Project         | State of Good Repair | ✓                | ✓                 | ✓                 | ROM           | \$ 9,693        |
|                | 11094   | Alternating Current (AC) Power Room Rehabilitation: 16 locations  | Need            | State of Good Repair |                  | ✓                 | ✓                 | ROM           | \$ 92,266       |
|                | 11141   | Alternating Current (AC) Power Room Rehabilitation: 9 locations   | Need            | State of Good Repair |                  | ✓                 | ✓                 | ROM           | \$ 48,123       |
|                | 11156   | National Airport AC Switchgear Replacement                        | Project         | State of Good Repair |                  |                   |                   |               |                 |
|                | 11187   | Programmable Logic Controller Cybersecurity Hardening             | Project         | State of Good Repair |                  |                   |                   |               |                 |
|                | 11271   | Alternating Current (AC) Power Room Rehabilitation: 12 Locations  | Need            | State of Good Repair |                  |                   |                   |               |                 |
|                | 11372   | Alternating Current (AC) Power Room Rehabilitation at 4 Railyards | Need            | State of Good Repair |                  |                   |                   |               |                 |
|                | 11373   | Alternating Current (AC) Power Room Rehabilitation: 10 locations  | Need            | State of Good Repair |                  |                   |                   |               |                 |
|                | 11377   | Building 'G' at Greenbelt Yard Electrical Improvements            | Project         | State of Good Repair |                  |                   |                   |               |                 |
|                | 11409   | Station Platform Edge Lighting Replacement: Silver Line Phase 2   | Need            | State of Good Repair |                  |                   |                   |               |                 |
|                | 11426   | Power Room Battery Cooling  | Need            | State of Good Repair |                  |                   |                   |               |                 |
| <b>CIP0255</b> | <b>Fare Collection Modernization</b>                |   |                 |                      | <b>\$ 53,563</b> | <b>\$ 231,274</b> | <b>\$ 231,274</b> |               |                 |
|                | 11098   | Bus and Retail Autoload Software Enhancement                      | Project         | New Investment       |                  |                   |                   |               |                 |
|                | 11283   | Fare Collection Modernization Program                             | Project         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
| <b>CIP0258</b> | <b>Station and Tunnel Fire Alarm Rehabilitation</b> |   |                 |                      | <b>\$ 2,250</b>  | <b>\$ 118,570</b> | <b>\$ 184,542</b> |               |                 |
|                | 10144   | Fire Control Infrastructure at Stations                           | Need            | State of Good Repair |                  | ✓                 | ✓                 | ROM           | \$ 118,217      |
|                | 10513   | Tunnel Smoke Detection Pilot Program                              | Project         | State of Good Repair |                  |                   |                   |               |                 |
|                | 10714   | Tunnel Smoke Detection System Full Implementation                 | Need            | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                | 11197   | Tunnel Smoke Detection Study                                      | Study           | Assessment or Study  | ✓                | ✓                 | ✓                 |               |                 |
| <b>CIP0272</b> | <b>Digital Display and Wayfinding Improvements</b>  |   |                 |                      | <b>\$ 615</b>    | <b>\$ 6,115</b>   | <b>\$ 178,115</b> |               |                 |

| CIP            | PID   | Initiative Name   | Initiative Type | Primary Purpose      | FY23            | FY23-FY28        | FY23-FY32        | Estimate Type | Estimate Amount |
|----------------|---|---|-----------------|----------------------|-----------------|------------------|------------------|---------------|-----------------|
|                | 10717   | System Wayfinding Upgrade Implementation                      | Need            | New Investment       |                 |                  | ✓                | ROM           | \$ 10,000       |
|                | 10719   | Trip Planner Upgrade  | Need            | New Investment       |                 |                  | ✓                |               |                 |
|                | 10868   | Digital Advertising Media Wall Scapes                         | Need            | New Investment       |                 | ✓                | ✓                |               |                 |
|                | 11318   | Digital Advertising Media Displays on Station Platforms       | Need            | State of Good Repair | ✓               | ✓                | ✓                |               |                 |
| <b>CIP0276</b> | <b>Art in Transit and Station Commercialization Program</b> |   |                 |                      | <b>\$ 500</b>   | <b>\$ 5,500</b>  | <b>\$ 5,500</b>  |               |                 |
|                | 10881   | Retail Purchasing Unit Infrastructure                         | Need            | New Investment       |                 |                  |                  | ROM           | \$ 56,334       |
|                | 11044   | Art in Transit Graphic Design Support                         | Project         | New Investment       |                 |                  |                  |               |                 |
|                | 11101   | Conservation and Restoration of Art Collection Assessment     | Study           | Assessment or Study  | ✓               | ✓                | ✓                |               |                 |
|                | 11185   | Conservation and Restoration of Art Collection                | Need            | State of Good Repair |                 | ✓                | ✓                |               |                 |
|                | 11247   | Customer Experience Improvements                              | Need            | Assessment or Study  |                 | ✓                | ✓                |               |                 |
| <b>CIP0297</b> | <b>Union Station Improvements</b>                           |   |                 |                      | <b>\$ 7,644</b> | <b>\$ 7,644</b>  | <b>\$ 7,644</b>  |               |                 |
|                | 10576   | Union Station First Street Entrance Improvements              | Project         | New Investment       | ✓               | ✓                | ✓                | ROM           | \$ 2,460        |
| <b>CIP0302</b> | <b>Huntington Station Parking Garage Demolition</b>         |   |                 |                      | <b>\$ -</b>     | <b>\$ 25,000</b> | <b>\$ 25,000</b> |               |                 |
|                | 10274   | Huntington Metrorail Station South Parking Garage Demolition  | Need            | State of Good Repair |                 | ✓                | ✓                | ROM           | \$ 30,000       |
|                | 10883   | Huntington Station Joint Development Program Support          | Project         | New Investment       |                 |                  |                  |               |                 |
| <b>CIP0305</b> | <b>Rail Passenger Facility State of Good Repair Program</b> |   |                 |                      | <b>\$ -</b>     | <b>\$ 30,202</b> | <b>\$ 30,202</b> |               |                 |
|                | 10055   | Sewage Ejector Replacement                                    | Need            | State of Good Repair |                 | ✓                | ✓                | ROM           | \$ 30,202       |
|                | 11351   | Cleaning Access Behind Parapet Walls at Below-Ground Stations | Need            | State of Good Repair |                 |                  |                  |               |                 |
|                | 11415   | Systemwide Fan Upgrades and Replacement                       | Need            | State of Good Repair |                 |                  |                  |               |                 |
|                | 11416   | Shaft Damper and Attenuator Replacement Program               | Need            | State of Good Repair |                 |                  |                  |               |                 |
| <b>CIP0308</b> | <b>Station Platform Rehabilitation - Phase 3</b>            |   |                 |                      | <b>\$ 84</b>    | <b>\$ 56,944</b> | <b>\$ 56,944</b> |               |                 |

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| CIP            | PID  | Initiative Name  | Initiative Type | Primary Purpose      | FY23             | FY23-FY28         | FY23-FY32         | Estimate Type | Estimate Amount |
|----------------|--|--|-----------------|----------------------|------------------|-------------------|-------------------|---------------|-----------------|
|                | 10709  | Stations Platform Rehabilitation Program - Phase 3   | Project         | State of Good Repair | ✓                | ✓                 | ✓                 | TPC           | \$ 430,631      |
| <b>CIP0310</b> | <b>Station Platform Rehabilitation - Phase 4</b>           |  |                 |                      | <b>\$205,368</b> | <b>\$ 270,801</b> | <b>\$ 270,801</b> |               |                 |
|                | 11282  | Stations Platform Rehabilitation Package - Phase 4   | Project         | State of Good Repair | ✓                | ✓                 | ✓                 | TPC           | \$ 436,200      |
| <b>CIP0341</b> | <b>Rail System Standpipe Replacement Program</b>           |  |                 |                      | <b>\$ 4,100</b>  | <b>\$ 47,449</b>  | <b>\$ 195,037</b> |               |                 |
|                | 10568  | Tunnel Standpipe Replacement Program   | Need            | State of Good Repair |                  | ✓                 | ✓                 | ROM           | \$ 187,988      |
|                | 11302  | Station Standpipe Replacement: 4 Locations   | Need            | State of Good Repair |                  |                   |                   |               |                 |
|                | 11343  | Tunnel Standpipe Replacement Program - 29 locations on Green line                            | Project         | State of Good Repair | ✓                | ✓                 | ✓                 | ROM           | \$ 17,934       |
| <b>CIP0352</b> | <b>Rail Station Platform Canopy Rehabilitation Program</b> |  |                 |                      | <b>\$ -</b>      | <b>\$ 25,000</b>  | <b>\$ 45,000</b>  |               |                 |
|                | 10896  | Station Platform Canopy Rehabilitation   | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 11512  | Station Platform Canopy Rehabilitation: Twinbrook and Shady Grove Stations                   | Project         | State of Good Repair |                  |                   |                   |               |                 |
| <b>CIP0372</b> | <b>Station Revitalization</b>                              |  |                 |                      | <b>\$ 8,170</b>  | <b>\$ 285,767</b> | <b>\$ 300,016</b> |               |                 |
|                | 11146  | Station Revitalization Passenger Information Displays (PIDs) System Upgrade and Installation | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 11147  | Station Revitalization System Wayfinding Upgrade   | Need            | New Investment       |                  | ✓                 | ✓                 |               |                 |
|                | 11148  | Station Revitalization Fire Control Infrastructure at Stations                               | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 11149  | Station Revitalization Internet Protocol (IP) Intercom Replacement                           | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 11150  | Station Revitalization CCTV Upgrades   | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 11151  | Station Revitalization Public Address (PA) System Upgrades                                   | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 11153  | Station Revitalization Customer Amenities Upgrades   | Need            | New Investment       |                  | ✓                 | ✓                 |               |                 |
|                | 11154  | Station Revitalization Platform Tile Replacement   | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 11155  | Station Revitalization Retail Infrastructure   | Need            | New Investment       |                  | ✓                 | ✓                 |               |                 |



| CIP            | PID                                      | Initiative Name  | Initiative Type | Primary Purpose      | FY23            | FY23-FY28        | FY23-FY32        | Estimate Type | Estimate Amount |
|----------------|--|--|-----------------|----------------------|-----------------|------------------|------------------|---------------|-----------------|
|                | 11157                                    | Station Revitalization Light Replacement - Station Pathway, Bus Loop, and Site | Need            | State of Good Repair |                 | ✓                | ✓                |               |                 |
|                | 11158                                    | Station Revitalization Underground Station Lighting                            | Need            | State of Good Repair |                 | ✓                | ✓                |               |                 |
|                | 11159                                    | Station Revitalization: Stations and Rooms Water Mitigation                    | Need            | State of Good Repair |                 | ✓                | ✓                |               |                 |
|                | 11160                                    | Station Revitalization Platform Edge Lighting Replacement                      | Need            | State of Good Repair |                 | ✓                | ✓                |               |                 |
|                | 11205                                    | Station Revitalization Soft Cost and Contingency                               | Need            | State of Good Repair | ✓               | ✓                | ✓                |               |                 |
|                | 11206                                    | Station Revitalization Customer Information Displays                           | Need            | New Investment       |                 | ✓                | ✓                |               |                 |
|                | 11207                                    | Station Revitalization Kiosk Upgrades  | Need            | New Investment       |                 | ✓                | ✓                |               |                 |
|                | 11216                                    | Station Revitalization Finishes & Cleaning                                     | Need            | State of Good Repair |                 | ✓                | ✓                |               |                 |
|                | 11217                                    | Station Revitalization Art Infrastructure                                      | Need            | New Investment       |                 |                  | ✓                |               |                 |
|                | 11218                                    | Station Revitalization Ceiling Rehabilitation & Replacement                    | Need            | State of Good Repair |                 | ✓                | ✓                |               |                 |
|                | 11219                                    | Station Revitalization Vertical Circulation Lighting                           | Need            | State of Good Repair |                 | ✓                | ✓                |               |                 |
|                | 11220                                    | Station Revitalization Power Outlets   | Need            | New Investment       |                 | ✓                | ✓                |               |                 |
| <b>CIP8015</b> | <b>D&amp;E Rail Station Improvements</b> |  |                 |                      | <b>\$ 4,176</b> | <b>\$ 24,977</b> | <b>\$ 24,977</b> |               |                 |
|                | 10080                                    | Smithsonian Metrorail Station Capacity Development and Evaluation              | Project         | Assessment or Study  |                 |                  |                  |               |                 |
|                | 10297                                    | New Carrollton Metrorail Station Employee Facility Improvements                | Need            | State of Good Repair |                 | ✓                | ✓                |               |                 |
|                | 10317                                    | Tunnel Shaft Egress Rehabilitation Study                                       | Study           | Assessment or Study  |                 | ✓                | ✓                |               |                 |
|                | 10692                                    | Columbia Heights Metrorail Station Capacity Enhancements Study                 | Study           | Assessment or Study  | ✓               | ✓                | ✓                |               |                 |
|                | 10693                                    | Federal Triangle Metrorail Station Study                                       | Study           | Assessment or Study  | ✓               | ✓                | ✓                |               |                 |
|                | 10852                                    | Escalator and Elevator Wellway Rehabilitation Study                            | Study           | Assessment or Study  |                 | ✓                | ✓                |               |                 |

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| CIP            | PID                                      | Initiative Name   | Initiative Type | Primary Purpose      | FY23        | FY23-FY28        | FY23-FY32         | Estimate Type | Estimate Amount |
|----------------|--|---|-----------------|----------------------|-------------|------------------|-------------------|---------------|-----------------|
|                | 10966                                    | Solar Site Lease at 4 Locations - Associated WMATA Capital Investments                | Project         | New Investment       | ✓           | ✓                | ✓                 | ROM           | \$ 7,800        |
|                | 10967                                    | Metrorail Station Entrance Granite Caulking - System Wide                             | Need            | State of Good Repair |             | ✓                | ✓                 |               |                 |
|                | 11014                                    | Parking Facility Signage and Wayfinding Improvements                                  | Need            | Assessment or Study  | ✓           | ✓                | ✓                 |               |                 |
|                | 11048                                    | Rail Station Breakroom Renovation and Construction - 13 locations                     | Project         | State of Good Repair |             | ✓                | ✓                 |               |                 |
|                | 11198                                    | Rooms and Stations Structural Assessment  | Study           | Assessment or Study  |             | ✓                | ✓                 |               |                 |
|                | 11242                                    | Parking Garage Booth Replacements   | Need            | State of Good Repair |             |                  |                   |               |                 |
|                | 11408                                    | Metrorail Station Ductwork and Piping Assessment                                      | Study           | Assessment or Study  |             | ✓                | ✓                 |               |                 |
|                | 11549                                    | Americans with Disabilities Act Compliance Assessment of Parking Facilities Sidewalks | Study           | Assessment or Study  |             | ✓                | ✓                 |               |                 |
|                | 11550                                    | Parking Facilities Access Roadways Inventory and Condition Assessment                 | Need            | Assessment or Study  |             | ✓                | ✓                 |               |                 |
| <b>CIP8016</b> | <b>Future Platforms &amp; Structures</b> |   |                 |                      | <b>\$ -</b> | <b>\$ 81,650</b> | <b>\$ 291,549</b> |               |                 |
|                | 10736                                    | Farragut North and Farragut West Metrorail Stations Passageway                        | Need            | New Investment       |             |                  |                   | ROM           | \$ 382,900      |
|                | 10841                                    | Metrorail Station Passenger Capacity and Circulation Improvements                     | Need            | New Investment       |             |                  | ✓                 |               |                 |
|                | 10849                                    | Foggy Bottom Metrorail Station Capacity Improvement                                   | Need            | New Investment       |             |                  | ✓                 |               |                 |
|                | 11229                                    | Grosvenor Station Platform & Canopy Rehabilitation                                    | Need            | State of Good Repair |             | ✓                | ✓                 | ROM           | \$ 47,899       |
|                | 11234                                    | Escalator and Elevator Wellway Rehabilitation Implementation                          | Need            | State of Good Repair |             | ✓                | ✓                 |               |                 |
|                | 11298                                    | Solar Program - Future Investments  | Need            | New Investment       |             | ✓                | ✓                 |               |                 |
|                | 11308                                    | Parking Garage Standpipe Replacement  | Need            | State of Good Repair |             | ✓                | ✓                 |               |                 |
|                | 11410                                    | Cathodic Protection Systems Evaluations   | Need            | Assessment or Study  |             |                  |                   |               |                 |
|                | 11488                                    | Installation of Sound Treatment at Cleveland Park Chiller Plant                       | Need            | State of Good Repair |             | ✓                | ✓                 |               |                 |

| CIP            | PID   | Initiative Name   | Initiative Type | Primary Purpose      | FY23             | FY23-FY28        | FY23-FY32        | Estimate Type | Estimate Amount |
|----------------|---|---|-----------------|----------------------|------------------|------------------|------------------|---------------|-----------------|
|                | 11516   | College Park Metrorail Station West Entrance Improvements             | Need            | New Investment       |                  |                  |                  |               |                 |
|                | 11624   | Metrorail Station Circulation and Accessibility Improvements          | Need            | New Investment       |                  | ✓                | ✓                |               |                 |
| <b>CIP8019</b> | <b>D&amp;E Passenger Facility Improvements</b>  |   |                 |                      | <b>\$ 546</b>    | <b>\$ 45,363</b> | <b>\$ 88,428</b> |               |                 |
|                | 10053   | Passenger Information Displays (PIDs) System Upgrade and Installation | Need            | State of Good Repair | ✓                | ✓                | ✓                |               |                 |
|                | 10303   | Flood Emergency Response Plan Update                                  | Study           | Assessment or Study  |                  | ✓                | ✓                | ROM           | \$ 910          |
|                | 10991   | Kiosk Information Display (KIDs) State of Good Repair                 | Need            | State of Good Repair |                  | ✓                | ✓                |               |                 |
|                | 10992   | Passenger Information Displays (PIDs) State of Good Repair            | Need            | State of Good Repair |                  | ✓                | ✓                |               |                 |
|                | 10993   | Non-Revenue Facility Loudspeaker Systems State of Good Repair         | Need            | State of Good Repair |                  | ✓                | ✓                | ROM           | \$ 5,656        |
|                | 10998   | Non-Revenue Facility Intercom Replacement                             | Need            | State of Good Repair |                  |                  | ✓                | ROM           | \$ 20,904       |
|                | 11009   | Update Parking Fare Collection for Multi-Day Parking                  | Need            | New Investment       |                  |                  |                  |               |                 |
|                | 11011   | Parking Access Revenue Control (PARC) System Replacement              | Need            | State of Good Repair |                  | ✓                | ✓                | ROM           | \$ 18,142       |
|                | 11013   | Parking Meter Replacement at Rail Stations                            | Project         | New Investment       |                  |                  |                  |               |                 |
| <b>CRB0013</b> | <b>Potomac Yard Station Construction</b>        |   |                 |                      | <b>\$ 32,205</b> | <b>\$ 51,557</b> | <b>\$ 51,557</b> |               |                 |
|                | 10619   | Potomac Yard Station Construction                                     | Project         | New Investment       | ✓                | ✓                | ✓                | TPC           | \$ 340,000      |
| <b>CRB0020</b> | <b>Silver Line Phase 2 Construction Support</b> |   |                 |                      | <b>\$ 3,275</b>  | <b>\$ 3,275</b>  | <b>\$ 3,275</b>  |               |                 |
|                | 10573   | Silver Line Phase 2 WMATA Support and Oversight                       | Project         | 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       |                  |                  |                  |               |                 |
|                | 10602   | Silver Line Phase 2 Signage and Graphics                              | Project         | New Investment       |                  |                  |                  |               |                 |

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|--|--|--|------------------------|----------------------|------------------|-------------------|-------------------|---------------|-----------------|
|  | 10603  | Silver Line Phase 2 Rail Operations Control Center Integration | Project                | New Investment       |                  |                   |                   |               |                 |
|  | 10605  | Silver Line Phase 2 Operations Start-Up and Testing            | Project                | New Investment       |                  |                   |                   |               |                 |
| <b>CRB0020_01</b>                          | <b>Silver Line Phase 2 Railcars</b>          |  |                        |                      | <b>\$ 1,200</b>  | <b>\$ 16,515</b>  | <b>\$ 16,515</b>  |               |                 |
|  | 10574  | Silver Line Phase 2 Railcars Acquisition                       | Project                | New Investment       | ✓                | ✓                 | ✓                 |               |                 |
| <b>CRB0127</b>                             | <b>Purple Line Construction Support</b>      |  |                        |                      | <b>\$ 4,705</b>  | <b>\$ 26,560</b>  | <b>\$ 26,560</b>  |               |                 |
|  | 10575  | Purple Line General Support                                    | Project                | New Investment       | ✓                | ✓                 | ✓                 |               |                 |
|  | 10620  | Bethesda Metrorail Station Purple Line Enhancements            | Project                | New Investment       | ✓                | ✓                 | ✓                 |               |                 |
|  | 10622  | College Park Station Bus Loop Reconfiguration                  | Project                | New Investment       |                  |                   |                   |               |                 |
|  | 10623  | New Carrollton Station Parking and Bus Bay Reconfiguration     | Project                | New Investment       |                  |                   |                   |               |                 |
|  | 10625  | Purple Line: Silver Spring Station and New Entrance/Mezzanine  | Need                   | New Investment       |                  |                   |                   |               |                 |
| <b>CRB0019_19</b>                          | <b>Silver Line Phase 1 Railcars</b>          |  |                        |                      | <b>\$ 5,475</b>  | <b>\$ 22,185</b>  | <b>\$ 22,185</b>  |               |                 |
|  | 10572  | Silver Line Phase 1 Railcars Acquisition                       | Project                | New Investment       | ✓                | ✓                 | ✓                 |               |                 |
| <b>Track and Structures Rehabilitation</b> |  |  |                        |                      |                  |                   |                   |               |                 |
| <b>CIP0024</b>                             | <b>Track Rehabilitation Program</b>          |  |                        |                      | <b>\$ 81,254</b> | <b>\$ 546,774</b> | <b>\$ 950,114</b> |               |                 |
|  | 10003  | Track Rehabilitation Program                                   | Program                | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|  | 10061  | Structural Inspections - Aerials and Facilities                | Program                | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|  | 10316  | Chain Marker Signage Update Implementation                     | Need                   | New Investment       |                  | ✓                 | ✓                 |               |                 |
|  | 10764  | Turnout Frog System Implementation                             | Need                   | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|  | 10784  | Track Corrective Maintenance                                   | Corrective Maintenance | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|  | 11390  | Stray Current Mitigation and Corrosion Control Program         | Need                   | State of Good Repair |                  |                   |                   | ROM           | \$ 3,988        |
| <b>CIP0025</b>                             | <b>Roadway Equipment and Vehicle Program</b> |  |                        |                      | <b>\$ 26,319</b> | <b>\$ 110,413</b> | <b>\$ 186,141</b> |               |                 |

| CIP | PID   | Initiative Name   | Initiative Type | Primary Purpose      | FY23 | FY23-FY28 | FY23-FY32 | Estimate Type | Estimate Amount |
|-----|-------|---|-----------------|----------------------|------|-----------|-----------|---------------|-----------------|
|     | 10094 | Track Maintenance Equipment Replacement                         | Need            | State of Good Repair |      | ✓         | ✓         |               |                 |
|     | 10096 | Tunnel Vacuums Acquisition                                      | Need            | New Investment       |      |           | ✓         | ROM           | \$ 34,248       |
|     | 10127 | Locomotives Acquisition   | Need            | New Investment       |      |           | ✓         | ROM           | \$ 30,000       |
|     | 10149 | Prime Mover Replacement   | Project         | State of Good Repair | ✓    | ✓         | ✓         | TPC           | \$ 28,798       |
|     | 10204 | Snow Thrower Procurement Pilot                                  | Need            | New Investment       |      | ✓         | ✓         | ROM           | \$ 100          |
|     | 10229 | Flat Cars Acquisition   | Project         | New Investment       | ✓    | ✓         | ✓         | ROM           | \$ 26,226       |
|     | 10250 | Roadway Maintenance Machines (RMM) Engineering Support Services | Program         | State of Good Repair | ✓    | ✓         | ✓         |               |                 |
|     | 10251 | Multi-Function Flat Cars Acquisition                            | Project         | New Investment       | ✓    | ✓         | ✓         | TPC           | \$ 15,034       |
|     | 10269 | Structural Maintenance Vehicle (Down and Under Prime Mover)     | Project         | State of Good Repair | ✓    | ✓         | ✓         | TPC           | \$ 6,764        |
|     | 10278 | Swing Loaders Acquisition                                       | Project         | State of Good Repair |      |           |           | TPC           | \$ 3,396        |
|     | 10294 | Track Inspection Vision System Technology and Equipment         | Project         | New Investment       | ✓    | ✓         | ✓         | ROM           | \$ 12,035       |
|     | 10307 | Ballast Car Acquisition   | Project         | State of Good Repair | ✓    | ✓         | ✓         | TPC           | \$ 7,569        |
|     | 10324 | Drain Cleaner Vehicle Acquisition                               | Project         | New Investment       | ✓    | ✓         | ✓         | TPC           | \$ 3,441        |
|     | 10331 | Additional Ultrasonic Testing Equipment for Rail Inspection     | Project         | New Investment       |      | ✓         | ✓         | ROM           | \$ 8,020        |
|     | 10354 | Purchase E-clip Remover and Installer                           | Project         | New Investment       |      |           |           | TPC           | \$ 1,946        |
|     | 10364 | Ballast Regulator Acquisition                                   | Project         | State of Good Repair | ✓    | ✓         | ✓         | TPC           | \$ 747          |
|     | 10389 | Tie Plate Inserter  | Project         | New Investment       |      |           |           | TPC           | \$ 1,270        |
|     | 10840 | Track Maintenance Equipment Vehicle Fleet Plan                  | Study           | Assessment or Study  |      | ✓         | ✓         | ROM           | \$ 250          |
|     | 11429 | Silver Line Phase 2 Forklifts                                   | Need            | New Investment       |      | ✓         | ✓         |               |                 |

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|----------------|--|---|-----------------|----------------------|------------------|-------------------|-------------------|---------------|-----------------|
|                | 11527  | Scheduled Maintenance for Roadway Maintenance Machines        | Need            | State of Good Repair |                  |                   |                   |               |                 |
| <b>CIP0246</b> | <b>General Engineering</b>                               |   |                 |                      | <b>\$ 12,920</b> | <b>\$ 69,500</b>  | <b>\$ 115,910</b> |               |                 |
|                | 10564  | General Engineering Support                                   | Program         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                | 11091  | Aerial Structure Baseline Inspection and Condition Assessment | Project         | Assessment or Study  | ✓                | ✓                 | ✓                 | TPC           | \$ 24,489       |
|                | 11545  | Under Water Bridge Inspections - 7 locations                  | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
| <b>CIP0247</b> | <b>Emergency Construction and Emerging Needs Program</b> |   |                 |                      | <b>\$ 50,500</b> | <b>\$ 180,500</b> | <b>\$ 322,432</b> |               |                 |
|                | 10565  | Emergency Construction Support                                | Program         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                | 10867  | Emerging System Rehabilitation                                | Program         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |
|                | 10911  | Bethesda Water Intrusion Remediation                          | Project         | State of Good Repair |                  |                   |                   | TPC           | \$ 3,846        |
|                | 11350  | Debris Collection Ledge at Gallery Place                      | Project         | State of Good Repair |                  |                   |                   |               |                 |
|                | 11570  | L'Enfant Plaza Granite Panel Removal                          | Project         | State of Good Repair |                  |                   |                   |               |                 |
| <b>CIP0262</b> | <b>Tunnel Water Leak Mitigation</b>                      |   |                 |                      | <b>\$ 27,754</b> | <b>\$ 163,495</b> | <b>\$ 411,332</b> |               |                 |
|                | 10066  | Water Leak Mitigation - Rail Tunnels                          | Need            | State of Good Repair |                  | ✓                 | ✓                 | ROM           | \$ 277,432      |
|                | 10820  | Stations and Rooms Water Intrusion Remediation                | Need            | State of Good Repair |                  | ✓                 | ✓                 | ROM           | \$ 65,000       |
|                | 11062  | Metrorail Clogged Drain Clearing and Treatment                | Need            | State of Good Repair |                  |                   |                   |               |                 |
|                | 11215  | Water Leak Mitigation - Two Red Line Tunnel Segments          | Project         | State of Good Repair | ✓                | ✓                 | ✓                 | TPC           | \$ 54,500       |
|                | 11388  | Twinbrook Metrorail Station Leak Repairs                      | Need            | State of Good Repair |                  | ✓                 | ✓                 | ROM           | \$ 11,749       |
| <b>CIP0291</b> | <b>Tunnel Ventilation Improvements</b>                   |   |                 |                      | <b>\$ 1,880</b>  | <b>\$ 56,980</b>  | <b>\$ 551,742</b> |               |                 |
|                | 10340  | Tunnel Ventilation Improvements - Systemwide                  | Need            | New Investment       |                  | ✓                 | ✓                 | ROM           | \$1,147,969     |
|                | 10545  | Ventilation Improvements Support                              | Program         | State of Good Repair | ✓                | ✓                 | ✓                 |               |                 |

| CIP            | PID                                  | Initiative Name   | Initiative Type | Primary Purpose      | FY23            | FY23-FY28         | FY23-FY32         | Estimate Type | Estimate Amount |
|----------------|--------------------------------------|---|-----------------|----------------------|-----------------|-------------------|-------------------|---------------|-----------------|
|                | 11161                                | Vent Shaft Relocation - Wilson Boulevard                    | Need            | State of Good Repair |                 | ✓                 | ✓                 | ROM           | \$ 61,562       |
|                | 11228                                | Ventilation Improvements - Systemwide Study                 | Study           | Assessment or Study  |                 | ✓                 | ✓                 |               |                 |
| <b>CIP0294</b> | <b>Bridge Rehabilitation Program</b> |   |                 |                      | <b>\$ 1,200</b> | <b>\$ 173,388</b> | <b>\$ 237,388</b> |               |                 |
|                | 10296                                | New Carrollton Amtrak Station Bridge Gutter Repair          | Need            | State of Good Repair |                 | ✓                 | ✓                 |               |                 |
|                | 10334                                | Huntington Station Bridge Rehabilitation                    | Need            | State of Good Repair |                 | ✓                 | ✓                 |               |                 |
|                | 10508                                | Eisenhower Avenue Aerial Structures Repair                  | Project         | State of Good Repair |                 |                   |                   |               |                 |
|                | 10685                                | Orange, Blue, and Silver Line Junction Pocket Track Upgrade | Need            | New Investment       |                 | ✓                 | ✓                 | ROM           | \$ 68,488       |
|                | 10755                                | Aerial Bridge Coating Program                               | Need            | State of Good Repair |                 | ✓                 | ✓                 |               |                 |
|                | 11034                                | Bridge Rehabilitation Program                               | Program         | State of Good Repair | ✓               | ✓                 | ✓                 |               |                 |
|                | 11035                                | Nannie Helen Burroughs Avenue Bridge Repair                 | Need            | State of Good Repair |                 | ✓                 | ✓                 |               |                 |
|                | 11037                                | Springhill and Tysons East Aerial Rehabilitation            | Need            | State of Good Repair |                 | ✓                 | ✓                 | ROM           | \$ 3,000        |
|                | 11038                                | Watts Creek Bridge Rehabilitation                           | Need            | State of Good Repair |                 | ✓                 | ✓                 | ROM           | \$ 1,130        |
|                | 11052                                | Orange Line CSX Cheverly Bridge Repair                      | Need            | State of Good Repair |                 | ✓                 | ✓                 | ROM           | \$ 576          |
|                | 11055                                | Rhode Island Avenue Pedestrian Bridge Rehabilitation        | Need            | State of Good Repair |                 | ✓                 | ✓                 | ROM           | \$ 6,789        |
|                | 11056                                | Rockville Pedestrian Bridge Rehabilitation                  | Project         | State of Good Repair |                 |                   |                   |               |                 |
|                | 11057                                | Addison Road Station Pedestrian Bridge Rehabilitation       | Need            | State of Good Repair |                 | ✓                 | ✓                 | ROM           | \$ 668          |
|                | 11061                                | Aerial Structures Expansion Joint Replacement               | Need            | State of Good Repair |                 | ✓                 | ✓                 |               |                 |
|                | 11093                                | Glenmont Yard Pedestrian Bridge Rehabilitation              | Project         | State of Good Repair |                 |                   |                   | ROM           | \$ 524          |
|                | 11195                                | Trestle Bridges Demolition - Three Locations                | Need            | State of Good Repair |                 | ✓                 | ✓                 |               |                 |

\*TPC Estimates include expenditures prior to FY23 and projected resources after FY32. Initiatives with no checkmarks are either expected to complete in FY22 or require further refinement and development to determine total preliminary estimated cost.

| CIP            | PID   | Initiative Name   | Initiative Type | Primary Purpose      | FY23             | FY23-FY28         | FY23-FY32         | Estimate Type | Estimate Amount |
|----------------|---|---|-----------------|----------------------|------------------|-------------------|-------------------|---------------|-----------------|
|                | 11540   | Rhode Island Ave Aerial Structure Rehabilitation                                  | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 11541   | Van Dorn Metrorail Station Bridge 1 Rehabilitation                                | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 11542   | Minnesota Avenue Aerial Structure Rehabilitation and Bearing Replacement          | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 11543   | Eisenhower Avenue Aerial Rehabilitation   | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 11544   | Ultrasonic Testing of Anchor Bolts - Two Bridges                                  | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
| <b>CIP0348</b> | <b>Structural Rehabilitation - Package A</b>            |   |                 |                      | <b>\$ 30,082</b> | <b>\$ 34,960</b>  | <b>\$ 34,960</b>  |               |                 |
|                | 11280   | Structural Rehabilitation Package A - Ten Locations                               | Project         | State of Good Repair | ✓                | ✓                 | ✓                 | TPC           | \$ 95,200       |
| <b>CIP0349</b> | <b>Yellow Line Tunnel and Bridge Rehabilitation</b>     |   |                 |                      | <b>\$208,692</b> | <b>\$ 229,814</b> | <b>\$ 229,814</b> |               |                 |
|                | 11281   | Yellow Line Tunnel and Bridge Rehabilitation                                      | Project         | State of Good Repair | ✓                | ✓                 | ✓                 | TPC           | \$ 261,000      |
| <b>CIP0356</b> | <b>Tunnel Ventilation Improvements - Red Line Pilot</b> |   |                 |                      | <b>\$ 12,605</b> | <b>\$ 12,605</b>  | <b>\$ 12,605</b>  |               |                 |
|                | 10339   | Tunnel Ventilation Improvements - Red Line Pilot                                  | Project         | State of Good Repair | ✓                | ✓                 | ✓                 | TPC           | \$ 57,900       |
| <b>CIP0370</b> | <b>Structural Rehabilitation – Package B</b>            |   |                 |                      | <b>\$ 2,700</b>  | <b>\$ 90,500</b>  | <b>\$ 90,500</b>  |               |                 |
|                | 11546   | Structural Rehabilitation Package B - 21 Bridges                                  | Need            | State of Good Repair | ✓                | ✓                 | ✓                 | TPC           | \$ 94,382       |
| <b>CIP8011</b> | <b>D&amp;E Fixed Rail Improvements</b>                  |   |                 |                      | <b>\$ -</b>      | <b>\$ 13,780</b>  | <b>\$ 29,766</b>  |               |                 |
|                | 10419   | Power Systems Reconfiguration   | Need            | New Investment       |                  | ✓                 | ✓                 |               |                 |
|                | 10457   | Interlocking Construction at Morgan Blvd and Largo Town Center Metrorail Stations | Need            | State of Good Repair |                  | ✓                 | ✓                 |               |                 |
|                | 10459   | Turnout Frog Alternative Design and Testing                                       | Study           | Assessment or Study  |                  | ✓                 | ✓                 |               |                 |
|                | 10464   | Floating Concrete Slab Study and Alternatives Analysis                            | Need            | Assessment or Study  |                  |                   | ✓                 |               |                 |
|                | 10466   | Work Planning Solution - Roadway & Facilities                                     | Need            | New Investment       |                  | ✓                 | ✓                 |               |                 |
|                | 10646   | Pocket Track and Corssover Study  | Project         | Assessment or Study  |                  |                   |                   |               |                 |
|                | 10855   | Floating Slab Pilot   | Need            | State of Good Repair |                  |                   | ✓                 | ROM           | \$ 13,486       |

| CIP            | PID   | Initiative Name  | Initiative Type | Primary Purpose      | FY23            | FY23-FY28        | FY23-FY32        | Estimate Type | Estimate Amount |
|----------------|---|--|-----------------|----------------------|-----------------|------------------|------------------|---------------|-----------------|
|                | 10920   | Alternate Materials for Timber Ties Pilot  | Need            | New Investment       |                 | ✓                | ✓                | TPC           | \$ 290          |
|                | 10930   | Curved Track Guard Rail Study  | Study           | Assessment or Study  |                 | ✓                | ✓                |               |                 |
|                | 11340   | Interlocking Survey and Design at Morgan Blvd and Largo Town Center Metrorail Stations | Project         | State of Good Repair |                 |                  |                  |               |                 |
| <b>CIP8013</b> | <b>D&amp;E Track Structures Improvements</b>    |  |                 |                      | <b>\$ 2,800</b> | <b>\$ 38,545</b> | <b>\$ 84,045</b> |               |                 |
|                | 10444   | Blue, Orange, and Silver Line Corridor Capacity and Reliability Improvement Study      | Study           | Assessment or Study  | ✓               | ✓                | ✓                |               |                 |
|                | 10898   | Collapsed Duct Bank Design - 7 locations   | Project         | Assessment or Study  |                 | ✓                | ✓                |               |                 |
|                | 11065   | Right of Way Fence Repairs on the Red Line   | Need            | State of Good Repair |                 | ✓                | ✓                | ROM           | \$ 10,800       |
|                | 11066   | Right of Way Fence Repairs Program   | Need            | State of Good Repair |                 | ✓                | ✓                |               |                 |
|                | 11245   | Maintenance of Way Engineering: Program Support  | Program         | Assessment or Study  | ✓               | ✓                | ✓                |               |                 |
|                | 11284   | Track Inspection System: Software Programmer   | Need            | New Investment       |                 | ✓                | ✓                |               |                 |
|                | 11617   | Magnetic Wand Pilot  | Need            | State of Good Repair |                 | ✓                | ✓                | ROM           | \$ 745          |
| <b>CIP8014</b> | <b>Future Track and Structures Improvements</b> |  |                 |                      | <b>\$ -</b>     | <b>\$ 36,600</b> | <b>\$ 95,600</b> |               |                 |
|                | 10908   | Collapsed Duct Bank Rehabilitation - 7 locations                                       | Need            | State of Good Repair |                 | ✓                | ✓                | ROM           | \$ 36,000       |
|                | 11063   | Shaft Structural State of Good Repair Program  | Need            | State of Good Repair |                 | ✓                | ✓                |               |                 |
|                | 11076   | Electrical Tunnel Fan Shaft Rehabilitation at Six (6) Fan Shafts                       | Need            | State of Good Repair |                 | ✓                | ✓                |               |                 |

\*TPC Estimates include expenditures prior to FY23 and projected resources after FY32. Initiatives with no checkmarks are either expected to complete in FY22 or require further refinement and development to determine total preliminary estimated cost.



## APPENDIX A GLOSSARY OF TERMS

| Term   | Definition   |
|--|--|
| <b>Accounting Basis</b>                        | 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. |
| <b>Accrual Basis</b>                           | Basis of Accounting where revenues are recognized when they are measurable and earned. Expenses are recorded when incurred.  |
| <b>American Rescue Plan Act of 2021 (ARPA)</b> | A law that provided economic and other relief from the COVID-19 pandemic, including \$1.9 trillion in funding for individuals, businesses, and state and local governments.  |
| <b>Approved Budget</b>                         | The revenue and expenditure plan approved by the WMATA Board of Directors for a specific one-year period starting on July 1.   |
| <b>Assets</b>                                  | Property owned by Metro which has monetary value with a future benefit.  |
| <b>Balanced Budget</b>                         | Refers to a budget where estimated revenues are equal to or greater than estimated expenses.   |
| <b>Board of Directors</b>                      | The Board of Directors is a 16-member body composed of eight voting and eight alternate members responsible for corporate governance of WMATA.   |
| <b>Bond</b>                                    | A written promise to pay a specified sum of money (face value) at a specified future date and the proposed means of financing them.  |
| <b>Bond Proceeds</b>                           | Refers to additional local capital funds raised, when necessary, by issuance of revenue bonds in the municipal markets.  |
| <b>Budget</b>                                  | Refers to a financial operation embodying an estimate of revenues and expenditures for a fiscal period of 12 months or longer. This can  |





|                                    |   |
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|                                    | be an operating or capital budget.  |
| <b>Budget Calendar</b>             | Refers to a schedule of key dates for specific milestones in the preparation and approval of a budget.  |
| <b>Budget Document</b>             | Refers to the official written statement and the supporting numbers prepared by the Financial staff for presentation for approval by the Board.   |
| <b>Budget Message</b>              | Refers to the general discussion of the budget document presented in writing as an overview, usually by the head of the organization  |
| <b>Bus Shelter</b>                 | 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. |
| <b>Bus Stop</b>                    | Refers to a stop indicated by a sign for riders to wait for the bus.  |
| <b>Capital Assets</b>              | Assets of a material value and having a useful life of more than one year. Also called fixed assets.  |
| <b>Capital Budget</b>              | The portion of the budget that provides for the funding of improvements, projects and major equipment purchases.  |
| <b>Capital Improvement Program</b> | The six-year plan of capital projects to be completed by Metro.   |
| <b>Cash Basis</b>                  | 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.                                       |
| <b>Compact</b>                     | Refers to interstate compact creating WMATA; this is a special type of contract or agreement between the three jurisdictions within which the organization operates.  |
| <b>Contingency Funds</b>           | Operating and capital funds reserved for unexpected expenditures during the fiscal year which were not addressed in the annual budget.  |



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| <b>Coronavirus</b><br><br><b>(Also see Covid-19)</b>                           | Refers to a family (Coronaviridae) of large single-stranded RNA viruses that have a lipid envelope studded with club-shaped spike proteins, infect birds and many mammals including humans, and include the causative agents of MERS, SARS, and Covid-19; also, an illness caused by a coronavirus.   |
| <b>Coronavirus Aid, Relief, and Economic Security Act</b>                      | A law which provided an economic relief package of over \$2 trillion in 2020 to American people as protection against the public health and economic impacts of Covid-19.   |
| <b>Coronavirus Response and Relief Supplemental Appropriations Act of 2021</b> | A law which provided supplemental appropriations for Covid-19 relief which included \$14 billion allocated to support the transit industry.   |
| <b>Cost Allocation</b>   | 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.  |
| <b>Covid-19</b><br><br><b>(Also see Coronavirus)</b>                           | First identified in Wuhan, China in December 2019, Covid-19 refers to a mild to severe respiratory illness caused by a coronavirus (Severe acute respiratory syndrome coronavirus 2 of the genus Betacoronavirus), is transmitted chiefly by contact with infectious material (such as respiratory droplets) or with objects or surfaces contaminated by the causative virus, and is characterized especially by fever, cough, and shortness of breath and may progress to pneumonia and respiratory failure. |
| <b>DC Circulator</b>   | 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.  |
| <b>Deadhead</b>  | 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.  |
| <b>Deficit</b>   | Refers to an excess of Liabilities over Assets or Expenses over Revenue.  |



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| <b>Department</b>                                 | A major organizational unit that has overall responsibility for an operation or a group of operations within a functional area.   |
| <b>Development and Evaluation</b>                 | 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.   |
| <b>Division</b>                                   | Refers to a garage and yard facility where buses are stored, maintained, and dispatched into service.   |
| <b>Fairfax Connector</b>                          | 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.   |
| <b>Fare box recovery ratio</b>                    | Refers to the ratio of passenger fares (including inter-agency agreements related to fares) to total operating costs.   |
| <b>Farecard</b>                                   | 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).  |
| <b>Four-point Securement System</b>               | 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. |
| <b>Head Sign</b>                                  | Refers to the sign above the front windshield of a bus describing the line number or letter, its line name, and destination.  |
| <b>Headway<br/>(Frequency)</b>                    | 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.  |
| <b>Kiss and Ride</b>                              | Refers to an area within a station where commuters are driven by private car and dropped off to board Metrobus or Metrorail.  |
| <b>Kneeling Bus<br/>(Also see Passenger Lift)</b> | 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.  |



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| <b>Layover Time</b><br><br><b>(Also known as Spot Time)</b>      | 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. |
| <b>Liability</b>   | A debt or legal obligation arising from transactions in the past which must be liquidated, renewed or refunded at a future date.  |
| <b>Maryland.Round Trip</b><br><br><b>(Also known as a Cycle)</b> | Refers to one inbound, plus one outbound trip (unless a loop route), equals one round trip or cycle.  |
| <b>Modified Accrual Basis</b>                                    | An accounting method that combines accrual-basis accounting with cash-basis accounting. Modified accrual accounting recognizes revenues when they become available and measurable and, with a few exceptions, recognizes expenditures when liabilities are incurred.  |
| <b>NextBus</b>   | Refers to the application that uses satellite technology for Metrobus locations to track the arrival times for bus operators and customers.   |
| <b>Office</b>  | An organizational unit that falls under the structure of a department.  |
| <b>Paratransit</b>   | 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.   |
| <b>Park and Ride</b>   | Refers to the parking facility available for riders at Metrorail stations.  |
| <b>Passenger Lift</b><br><br><b>(Also see Kneeling Bus)</b>      | 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.  |
| <b>Peak Service</b>  | 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.   |
| <b>Personnel Expenses</b>  | 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.  |



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| <b>Platform Hours</b>  | 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.  |
| <b>Programmed Reader</b>                                       | A machine that is attached to the fare gate/fare box where magnetic fare media can be read on Metrorail and Metrobus.  |
| <b>Revenue</b>   | An increase in fund assets from operational activity such as passenger fares, parking and advertising.   |
| <b>Revenue Bonds</b>   | A bond on which debt service is payable solely from a restricted revenue source.   |
| <b>Revenue Hours</b><br><b>(Also known as Revenue Service)</b> | Refers to all scheduled time bus/rail spends serving passengers, which can also be defined as platform hours minus deadhead and layover time.  |
| <b>Revenue Passengers</b>                                      | Refers to passengers who enter the system through the payment of a fare.   |
| <b>Revenue trip</b><br><b>(Also see Linked/Unlinked Trip)</b>  | Refers to any linked or unlinked trip that generates revenue by cash payment, use of a pass, and/or any other means of payment.  |
| <b>Ride-On</b>   | Refers to Montgomery County regional bus transit system.   |
| <b>Slinky bus</b>  | Refers to a nickname used by passengers for an articulated bus.  |
| <b>SmartStudent Pass</b>                                       | 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.   |
| <b>SmarTrip®</b>   | 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. |





|                                |  |
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| <b>Strategic Buses</b>         | Refers to spare buses available for service in the event that a bus in route is taken out of service.  |
| <b>Subsidy</b>                 | 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. |
| <b>TheBus</b>                  | Prince George's County, Maryland local bus service.  |
| <b>Transit Advertising</b>     | Refers to ads posted on the exterior and interior of buses and rail cars.  |
| <b>Trippler</b>                | 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.  |
| <b>Trunk Line</b>              | A route operating along a major corridor that carries a large number of passengers and operates at headway frequencies of 15 minutes or less.  |
| <b>Unlinked Passenger Trip</b> | Unlinked passenger trips count each boarding as a separate trip.   |



## APPENDIX B GLOSSARY OF ACRONYMS & ABBREVIATIONS

### A

|      |  |
|------|--|
| AAC  | Accessibility Advisory Committee           |
| AC   | Alternating Current                        |
| ADA  | Americans with Disabilities Act            |
| AFC  | Automatic fare collection                  |
| AP   | Accounts Payable                           |
| APTA | American Public Transportation Association |
| ARPA | The American Rescue Plan Act of 2021       |
| ART  | Arlington Transit                          |
| AWP  | Annual Work Plan                           |

### B

|      |                                     |
|------|-------------------------------------|
| B2G  | Back2Good                           |
| BOCC | Bus Operations Communication Center |

### C

|           |  |
|-----------|--|
| CAFR      | Comprehensive Annual Financial Report                          |
| CARES Act | Coronavirus Aid, Relief, and Economic Security Act             |
| CBA       | Collective Bargaining Agreement                                |
| CCTV      | Closed-Circuit Television                                      |
| CFA       | Capital Funding Agreement                                      |
| CIP       | Capital Improvement Program                                    |
| CMAQ      | Congestion Mitigation and Air Quality                          |
| CNF       | Capital Needs Forecast; Formerly Capital Needs Inventory (CNI) |
| CNG       | Compressed Natural Gas   |
| COG       | (Metropolitan Washington) Council of Governments               |



|          |   |
|----------|---|
| Covid-19 | See <i>Covid-19</i> or <i>Coronavirus</i> , Appendix K                  |
| CRCS     | Comprehensive Radio Communications System                               |
| CTF      | Carmen Turner Facility  |
| CRRSAA   | Coronavirus Response and Relief Supplemental Appropriations Act of 2021 |

## D

|       |                                   |
|-------|-----------------------------------|
| D/B   | Design/Build                      |
| D/B/B | Design/Bid/Build                  |
| DBE   | Disadvantaged Business Enterprise |
| D&E   | Development and Evaluation        |
| DPS   | Drainage Pumping Station          |

## E

|     |                              |
|-----|------------------------------|
| EEO | Equal Employment Opportunity |
|-----|------------------------------|

## F

|     |  |
|-----|--|
| F/O | Fiber Optic  |
| FTA | Federal Transit Administration                         |
| FTE | Full Time Equivalent (used for headcount calculations) |

## G

|      |  |
|------|--|
| GAAP | Generally Accepted Accounting Principles |
| GFOA | Government Finance Officers Association  |

## H

|      |  |
|------|--|
| HCM  | Human Capital Management                     |
| HEDS | Hybrid Enterprise Document Management System |
| HEOP | Heavy Equipment Overhaul Program             |
| HVAC | Heating, Ventilation, And Air Conditioning   |

## I



|          |                                       |
|----------|---------------------------------------|
| IloT     | Industrial Internet of Things         |
| IRP      | Infrastructure Renewal Program        |
| <b>P</b> |                                       |
| PCO      | Pending (or proposed) Change Order    |
| P/I      | Policy Instruction                    |
| PM       | Project Manager                       |
| <b>Q</b> |                                       |
| QA       | Quality Assurance                     |
| <b>R</b> |                                       |
| RAC      | Riders' Advisory Council              |
| RFP      | Request for Proposal                  |
| ROW      | Right of Way                          |
| <b>S</b> |                                       |
| S&I      | Service and Inspection                |
| SBPO     | Small Business Programs Office        |
| SCM      | Department of Supply Chain Management |
| SMS      | Safety Measurement System             |
| SOC      | Station Operator's Console            |
| SOS      | Scope of Service                      |
| SOW      | Scope of Work                         |
| SSOA     | State Safety Oversight Agency         |
| <b>T</b> |                                       |
| TC       | Train Control                         |
| TIP      | Transportation Improvement Program    |
| TOC      | Tristate Oversight Committee          |
| TPSS     | Traction Power Substation             |



|          |  |
|----------|--|
| TSI      | Transportation Safety Institute                |
| TSP      | Transit Signal Priority                        |
| <b>U</b> |  |
|          |  |
| <b>V</b> |  |
| VMI      | Vendor Managed Inventory                       |
| VRE      | Virginia Railway Express                       |
| <b>W</b> |  |
| WMATA    | Washington Metropolitan Area Transit Authority |
| WMSC     | Washington Metrorail Safety Commission         |
| <b>X</b> |  |
|          |  |
| <b>Y</b> |  |
| YE       | Year End                                       |
| <b>Z</b> |  |





## CONTACT INFORMATION

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**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](mailto: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**

