



APPROVED

# FY2024 - FY2029

## Capital Improvement Program & 10-Year Plan

April 2023





**INTENTIONALLY BLANK**



## TABLE OF CONTENTS

CAPITAL INVESTMENT STRATEGY .....	3
CAPITAL PROGRAM HIGHLIGHTS .....	5
CAPITAL PROGRAM DEVELOPMENT .....	7
CAPITAL PROGRAM FUNDING SOURCES .....	8
10-YEAR CAPITAL PLAN.....	10
CIP INVESTMENT PAGES.....	11
CAPITAL INVESTMENT PERFORMANCE OUTCOME MEASURES .....	162
HOW TO READ THE 10-YEAR CAPITAL PLAN.....	190
10-YEAR CAPITAL PLAN TABLES.....	191
APPENDIX A GLOSSARY OF TERMS .....	234
APPENDIX B GLOSSARY OF ACRONYMS & ABBREVIATIONS .....	243



## Overview

The \$2.4 billion FY2024 Capital Budget and the \$14.4 billion total FY2024-2029 CIP, which includes debt service and revenue loss from capital projects, focuses Metro's capital investments on safety, state of good repair, and reliability of Metrorail, Metrobus, and MetroAccess assets.

Highlights of the budget include:

- Investments in Northern & Bladensburg to enable them to run electric vehicles
- Replacement of Bus Divisions at Northern & Bladensburg & Land Acquisition for Western
- Lifecycle Replacement of Bus and Paratransit Vehicles
- 8000 Series Railcar Acquisition  
Railcar Heavy Repair & Overhaul Facility
- Development of Blue, Orange, and Silver Rail Line Corridor Improvements

Additional information regarding WMATA's 10-Year Capital Needs can be found on-line at: [www.wmata.com/initiatives/capital-improvement-program/](http://www.wmata.com/initiatives/capital-improvement-program/)

## 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 provide safe and efficient service to customers that

depend on Metro. 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 that include commitment to customers, safety, service reliability and financial responsibility. Metro is in the process of working with the Board of Directors and stakeholders to develop a new five-year strategic transformation plan that will guide Metro and the CIP going forward.

### **Capital Strategy**

Metro's Capital Strategy is to:

- Invest in the system to modernize and provide safe, efficient, 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
- Maintain financial stewardship
- Support a sustainable and more equitable future for the region

### **Capital Investment Priorities – Safety and Reliability**

Metro's capital program is focused on providing safe and reliable service while maintaining the system in a state of good repair.

After decades of deferred maintenance and underinvestment, Metro accumulated a significant backlog of overdue safety and state of good repair needs. Capital investments implemented over the last several years such as track rehabilitation, replacement of legacy vehicles and equipment, and the Platform Improvement Program have successfully reduced the backlog, improved performance and reliability and have started to address the impact of years of underinvestment.

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 the rehabilitation and replacement of 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 safety and reliability priorities, Metro considers other key factors in the development of the CIP, including equity, 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 Stewardship***

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

- A structured process for capital planning, prioritization and decision-making

- Capital program website and frequent progress updates
- Detailed and timely capital program financial reporting for funding partners

### ***Capital Program Performance***

Metro is developing a performance outcome measures program to assess the impacts of capital investments related to:

- Safety, security, and reliability
- Customer and employee experience
- Community, equity and sustainability
- Operational capacity and efficiency
- Financial stewardship



## CAPITAL PROGRAM HIGHLIGHTS

### **Capital Improvement Program Highlights**

Metro's \$14.4 billion FY2024-FY2029 Approved CIP and \$2.4 billion FY2024 Capital Budget focus capital investment on service reliability, safety, security, and state of good repair of MetroAccess, Metrobus, and Metrorail and the facilities, infrastructure, and systems that support our transit network. Highlights of priority CIP investments to restore, modernize, and sustain the system include:

#### **Metrorail**

- Rehabilitation of Bridges & Aerial Structures
- Tunnel Rehabilitation and Water Mitigation
- Rehabilitation of Train Control Equipment & Planning for 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
- Railcar Rehabilitation & Maintenance
- Railcar Heavy Repair & Overhaul Facility
- 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 & Land Acquisition for Western
- Investments in Northern & Bladensburg to enable them to run electric vehicles
- Zero-Emission Bus Program Deployment
- Bus Customer Facility Improvements – Bus Shelters, 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

#### **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 & Paratransit; and Business & Operations Support. Detailed CIP project and program information begins on page 11 for the CIP and page 191 for the 10-Year Plan.



**Six-Year CIP by Investment Category**

Capital Investment Categories (\$M)	FY2024 Budget	FY2025 Plan	FY2026 Plan	FY2027 Plan	FY2028 Plan	FY2029 Plan	Six Year Total
Railcar & Railcar Facilities	\$424	\$472	\$517	\$561	\$469	\$371	\$2,814
Rail Systems	\$323	\$403	\$329	\$226	\$151	\$163	\$1,596
Track & Structure Rehabilitation	\$284	\$344	\$271	\$278	\$304	\$313	\$1,796
Stations & Passenger Facilities	\$353	\$427	\$340	\$260	\$249	\$246	\$1,876
Bus, Bus Facilities & Paratransit	\$528	\$433	\$394	\$461	\$465	\$502	\$2,784
Business & Operations Support	\$294	\$332	\$224	\$217	\$231	\$249	\$1,547
<b>Total Capital Investments</b>	<b>\$2,205</b>	<b>\$2,412</b>	<b>\$2,076</b>	<b>\$2,006</b>	<b>\$1,869</b>	<b>\$1,844</b>	<b>\$12,412</b>
Revenue Loss from Capital Projects	\$10	\$10	\$10	\$10	\$10	\$10	\$60
Debt Service - Dedicated Funding <sup>1</sup>	\$173	\$247	\$301	\$352	\$397	\$443	\$1,912
<b>Total Capital Program Cost</b>	<b>\$2,388</b>	<b>\$2,669</b>	<b>\$2,387</b>	<b>\$2,369</b>	<b>\$2,276</b>	<b>\$2,297</b>	<b>\$14,384</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
- 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 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 Senior Executive 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 9 details the approved FY2024 funding plan and six-year funding outlook.

### ***Federal Grant Programs***

Metro receives federal formula grant funding from the Federal Transit Administration (FTA) through 49 U.S.C. 5307 Urbanized Area Formula grants, 49 U.S.C. 5337 State of Good Repair grants, and 49 U.S.C. 5339 Bus and Bus Facilities grants. Metro also competes for federal discretionary grant programs for specific investments. Metro expects to receive about \$460 million in FTA grants for Metro FY2024 and the six-year program assumes continued FTA funding, adjusted for inflation.

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

PRIIA funding provides \$144 million annually in federal grants for WMATA’s CIP which is matched with funding from Maryland, the District of Columbia, and Virginia for Metro’s safety and state of good repair capital program. These grants are subject to a 1% holdback for FTA administration.

The approved FY2024 Capital Budget assumes \$144 million of federal PRIIA funding matched by funding from the region. The six-year program assumes federal PRIIA funding through FY2029 as PRIIA has been reauthorized through that period and beyond. Metro’s capacity to support state of good repair programs is dependent on continued Federal and State support of this program.

### ***Dedicated Capital Funding***

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

Metro is leveraging dedicated funding in the capital markets, issuing bonds to fund the capital program. The proposed FY2024 budget assumes approximately \$800 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. Proposed FY2024 allocated contributions total \$293 million, 3 percent more than FY2023. The six-year program assumes annual 3 percent increases and a total of \$1.851 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 and funded by the City of Alexandria.



**FY2024 Funding Plan and Six-Year Outlook**

	FY2024 Plan	FY2025 Plan	FY2026 Plan	FY2027 Plan	FY2028 Plan	FY2029 Plan	6 Year Total
<b>Federal Funding</b>							
Federal Formula Programs	\$460	\$469	\$481	\$491	\$501	\$511	\$2,912
Federal RSI/PRIIA	\$144	\$144	\$144	\$144	\$144	\$144	\$861
Other Federal Grants	\$12	\$4	\$5	\$6	\$5	\$4	\$36
<b>Total - Federal Grants</b>	<b>\$615</b>	<b>\$617</b>	<b>\$630</b>	<b>\$640</b>	<b>\$649</b>	<b>\$658</b>	<b>\$3,809</b>
<b>State &amp; Local Funding Contributions</b>							
<b>District of Columbia</b>							
Formula Match & System Performance	\$106	\$109	\$113	\$116	\$120	\$123	\$687
RSI/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>\$334</b>	<b>\$337</b>	<b>\$341</b>	<b>\$344</b>	<b>\$348</b>	<b>\$351</b>	<b>\$2,055</b>
<b>State of Maryland</b>							
Montgomery County	\$49	\$50	\$52	\$54	\$55	\$57	\$317
Prince George's County	\$51	\$52	\$54	\$55	\$57	\$59	\$327
Maryland RSI/PRIIA	\$50	\$50	\$50	\$50	\$50	\$50	\$297
Maryland Dedicated Funding	\$167	\$167	\$167	\$167	\$167	\$167	\$1,002
<b>Subtotal - Maryland</b>	<b>\$316</b>	<b>\$319</b>	<b>\$322</b>	<b>\$325</b>	<b>\$329</b>	<b>\$332</b>	<b>\$1,943</b>
<b>Commonwealth of Virginia</b>							
City of Alexandria	\$13	\$14	\$14	\$15	\$15	\$15	\$86
Arlington County	\$24	\$25	\$26	\$26	\$27	\$28	\$156
City of Fairfax	\$1	\$1	\$1	\$1	\$1	\$1	\$5
Fairfax County	\$43	\$44	\$45	\$47	\$48	\$50	\$277
City of Falls Church	\$1	\$1	\$1	\$1	\$1	\$1	\$5
Loudoun County	\$6	\$6	\$6	\$6	\$6	\$7	\$37
Virginia RSI/PRIIA	\$50	\$50	\$50	\$50	\$50	\$50	\$297
Virginia Dedicated Funding - Unrestricted	\$123	\$123	\$123	\$123	\$123	\$123	\$737
Virginia Dedicated Funding - Restricted Congestion Mitigation and Air Quality (CMAQ)	\$32	\$32	\$32	\$32	\$32	\$32	\$190
	\$1	\$1	\$1	\$1	\$1	\$1	\$5
<b>Subtotal - Virginia</b>	<b>\$292</b>	<b>\$295</b>	<b>\$298</b>	<b>\$301</b>	<b>\$303</b>	<b>\$306</b>	<b>\$1,795</b>
Jurisdiction Planning Projects	\$3	\$3	\$3	\$3	\$3	\$3	\$18
Silver Line (MWAA)	\$8	\$0	\$0	\$32	\$0	\$0	\$40
Potomac Yard (Alexandria)	\$13	\$7	\$0	\$0	\$0	\$0	\$20
Purple Line (MDOT)	\$10	\$27	\$18	\$0	\$0	\$0	\$55
<b>Subtotal - Jurisdictional Reimbursable</b>	<b>\$33</b>	<b>\$37</b>	<b>\$21</b>	<b>\$35</b>	<b>\$3</b>	<b>\$3</b>	<b>\$132</b>
<b>Total - State &amp; Local</b>	<b>\$976</b>	<b>\$989</b>	<b>\$981</b>	<b>\$1,005</b>	<b>\$982</b>	<b>\$992</b>	<b>\$5,925</b>
<b>Debt</b>	<b>\$798</b>	<b>\$1,063</b>	<b>\$776</b>	<b>\$723</b>	<b>\$644</b>	<b>\$647</b>	<b>\$4,651</b>
<b>Grand Total Funding *</b>	<b>\$2,388</b>	<b>\$2,669</b>	<b>\$2,387</b>	<b>\$2,368</b>	<b>\$2,276</b>	<b>\$2,297</b>	<b>\$14,384</b>

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



## 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
- 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 are planned in the Six-Year Program. However, a large-scale deployment will require substantial investment in the 10-Year Plan 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 lengthy. 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. 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 plan for systemwide implementation 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 evaluate additional priority locations to help deter water infiltration in the system. A detailed listing of initiatives and potential future investments in Metro's 10-Year Capital Plan begins on page 191.



## CIP 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 & Railcar Facilities, Rail Systems, Track & Structure Rehabilitation; Stations & Passenger Facilities; Bus, Bus Facilities & Paratransit; or Business & Operations Support.

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

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

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

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

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

3 **Expected Performance Outcome** describes how the investment benefits customers, operations, and/or employees; performance indicators are also included where applicable. Expected and actual performance outcomes for specific investments are identified with the green icon shown to the right. Performance metrics are based on Metro’s

current FY23 targets. These will be updated each year until the project is implemented. Details can be found in the Capital Investment Performance Outcome Measures Section; additional outcome measures may be included.



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 FY2024. Anticipated funding sources are subject to change.

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

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

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

### How to Read CIP Investment Page

## 8000-Series Railcars (CIP0059)

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

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

**2** **Description**

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



**3** **Expected Performance Outcome**

Maintaining fleet in a state of good repair for safety and reliability. Meets or exceeds the Rail Fleet Reliability performance target of ≥56,500 miles between failure for 8000-series railcars (example based on Metro's FY23 target) once fully implemented. New railcars provide improved customer features.

**7** **Strategic Drivers**



**4** **Near Term Deliverables**

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

**8** **Cost (\$M)**

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$48.9
FY23 Forecast	\$39.4
Planned Investments	(\$M)
FY24	\$57.1
FY25	\$64.7
FY26	\$184.2
FY27	\$176.9
FY28	\$147.3
FY29	\$198.0
6-Year Total (FY24-FY29)	\$828.2
10-Year Total (FY24-FY33)	\$1,141.6
Beyond FY33	\$0.0
<b>Total Estimated Investment</b>	<b>\$1,229.9</b>

**5** **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	\$57.1

**6**

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
Development and Evaluation	✓										
Implementation and Construction	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Operations Activation					✓	✓	✓	✓	✓	✓	✓



**CIP Investment Pages**









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

Project/Project #	Project Name
<b>Bus, Bus Facilities &amp; 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
<b>Maintenance Facilities</b>	
CIP0311	Bladensburg Bus Garage Replacement
CIP0312	Four Mile Run Bus Garage Rehabilitation
CIP0315	Northern Bus Garage Replacement
CIP0376	Western Bus Garage Replacement
CIP8025	D&E Bus Maintenance Facility Improvements
CIP8026	Future Bus Maintenance Facilities
<b>Maintenance/Overhaul</b>	
CIP0002	Bus Onboard Location Equipment and Software Program
CIP0005	Bus Vehicle Rehabilitation Program
CIP0143	Bus Vehicle Preventive Maintenance
<b>Passenger Facilities/Systems</b>	
CIP0221	Bus Customer Facility Improvements
CIP0275	New Carrollton Garage and Bus Bays
CIP8028	Future Bus Pass Facilities Systems
<b>IT</b>	
CIP0043	Bus and Rail Scheduling and Operations Software Improvements
CIP0056	Rail Service Management Software Improvements



Project/Project #	Project Name
CIP0330	Information Technology Data Center
CIP0342	Information Technology Hardware State of Good Repair
CIP0357	Cybersecurity Legacy Software Improvements
CIP0359	Enterprise Technology Platforms State of Good Repair
CIP0361	Service Oriented Architecture (SOA) Program
CIP0363	Cyber Security
CIP8030	Future Information Technology Projects
<b>MTPD</b>	
CIP0102	Police District III Substation
CIP0127	
CIP8032	Future Metro Transit Police Projects
<b>Support Equipment/Services</b>	
CIP0009	Service Vehicle Acquisition Program
CIP0036	Procurement Program Support
CIP0099	Joint Development Program Support
CIP0131	Capital Program Financing Support
CIP0170	Facility Roof Rehabilitation and Replacement
CIP0210	Track Pollution Prevention
CIP0213	Capital Program Development Support
CIP0273	Support Facility Rehabilitation
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




Project/Project #	Project Name
CIP0371	West Falls Church Development
CIP0373	Equipment to Support New Radio System
CIP0378	Metro Strategic Plan Update
CIP8034	Future Support Equipment Projects
CRB0009	Planning Support for Maryland Jurisdictions
<b>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
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
<b>Acquisition</b>	
CIP0256	 7000-Series Railcars
CRB0019_19	Silver Line Phase 1 Railcars
<b>Maintenance Facilities</b>	
CIP0204	Railcar Rooftop Access Platform
CIP0225	 Railcar Repair and Maintenance Facility
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





Project/Project #	Project Name
<b>Stations and Passenger Facilities</b>	
<b>Platforms &amp; Structures</b>	
CIP0035	Bicycle and Pedestrian Facility Rehabilitation
CIP0088	Station Entrance Canopy Installation
CIP0152	Parking Garage and Surface Lot Rehabilitation
CIP0297	Union Station Improvements
CIP0305	Rail Passenger Facility State of Good Repair Program
CIP0352	Rail Station Platform Canopy Rehabilitation Program
CIP8016	Future Platforms & Structures
CRB0127	Purple Line Construction Support
<b>Station Systems</b>	
CIP0145	Facility Security Monitoring Equipment Program
CIP0219	Rail Station Lighting Improvements
CIP0242	Rail System Drainage Rehabilitation Program
CIP0255	Fare Collection Modernization
CIP0272	Digital Display and Wayfinding Improvements
CIP0341	Rail System Standpipe Replacement Program
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>Track and Structures Rehabilitation</b>	
<b>Fixed Rail</b>	
CIP0024	Track Rehabilitation Program
CIP0025	Roadway Equipment and Vehicle Program
CIP0246	General Engineering



Project/Project #	Project Name
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	 Aerial Structure Rehabilitation A
CIP0349	 Yellow Line Tunnel and Bridge Rehabilitation
CIP0356	Tunnel Ventilation Improvements - Red Line Pilot
CIP0370	Aerial Structure Rehabilitation B
CIP0375	Shaft Structural Rehabilitation - 7 Shafts
CIP8013	D&E Track Structures Improvements
CIP8014	Future Track and Structures Improvements



# Bus Onboard Location Equipment and Software Program (CIP0002)

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

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

## Description

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



## Expected Performance 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 target of  $\geq 8,200$  miles between failure (example based on Metro's FY23 target). Improves efficiency of revenue service through reliable GPS and route mapping abilities. Enables buses to communicate with Transit Signal Prioritization equipment along service routes.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will continue replacement of equipment with a new investments in software systems and on-board ancillary equipment.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

FY24 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	\$6.5

Investments	(\$M)
FY23 Forecast	\$6.4
Planned Investments	(\$M)
FY24	\$6.9
FY25	\$5.8
FY26	\$5.8
FY27	\$0.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$18.6
10-Year Total (FY24-FY33)	\$18.6
Beyond FY33	\$0.0



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

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

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

### Description

This program replaces existing equipment past 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.



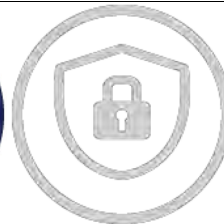
### Expected Performance Outcome

Maximizes the efficiency of bus maintenance operations to support improved fleet availability as measured by the Bus Fleet Reliability performance target of ≥8,200 miles between failure (example based on Metro's FY23 target).

### 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)

Investments	(\$M)
FY23 Forecast	\$2.8
Planned Investments	(\$M)
FY24	\$5.9
FY25	\$2.7
FY26	\$3.4
FY27	\$2.6
FY28	\$12.7
FY29	\$2.5
6-Year Total (FY24-FY29)	\$29.8
10-Year Total (FY24-FY33)	\$77.4
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.1
Reimbursable	\$0.0
Debt	\$5.8



## 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 Performance Outcome

Allows Metro to achieve the maximum useful life of a bus which extends the period between bus replacements while minimizing routine maintenance costs. Also, maintains bus reliability and addresses reliable revenue service availability as measured by the Bus Fleet Reliability performance target of ≥8,200 miles between failure (example based on Metro's FY23 target).

### Strategic Drivers



### Near Term Deliverables

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

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$63.9
Planned Investments	(\$M)
FY24	\$66.8
FY25	\$67.0
FY26	\$68.6
FY27	\$70.2
FY28	\$57.9
FY29	\$59.7
6-Year Total (FY24-FY29)	\$390.1
10-Year Total (FY24-FY33)	\$647.3
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$26.9
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$39.8
Reimbursable	\$0.0
Debt	\$0.0



## Bus Fleet Acquisition Program (CIP0006)

**Initiative Type:** Program

**Category:** Bus, Bus Facilities & Paratransit

**Location:** Systemwide

**Mode:** Bus

**Program:** Acquisition

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

### Description

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



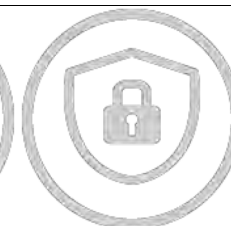
### Expected Performance Outcome

Provides customers with reliable and modern buses as measured by the Bus Fleet Reliability performance target of  $\geq 8,200$  miles between failure (example based on Metro's FY23 target). 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. In FY2024, Metro plans to acquire approximately 75 40-foot hybrid buses and approximately 25 40-foot Battery Electric Buses (BEB).

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$62.6
Planned Investments	(\$M)
FY24	\$95.7
FY25	\$110.0
FY26	\$115.4
FY27	\$130.0
FY28	\$160.0
FY29	\$140.0
6-Year Total (FY24-FY29)	\$751.2
10-Year Total (FY24-FY33)	\$1,391.2
Beyond FY33	\$279.6

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$85.9
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$1.0
Reimbursable	\$0.0
Debt	\$8.9



## 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 camera systems located on-board Metrobus vehicles to maintain a state of good repair on a lifecycle basis. All Metrobuses are outfitted with onboard-cameras.



### Expected Performance Outcome

Monitors the interior of buses to deter crime and improve the safety and security of customers and employees.

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

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

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$0.5
Planned Investments	(\$M)
FY24	\$13.1
FY25	\$0.0
FY26	\$0.0
FY27	\$25.0
FY28	\$50.0
FY29	\$43.0
6-Year Total (FY24-FY29)	\$131.1
10-Year Total (FY24-FY33)	\$131.1
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$13.1
Reimbursable	\$0.0
Debt	\$0.0



## Service Vehicle Acquisition Program (CIP0009)

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

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

### Description

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



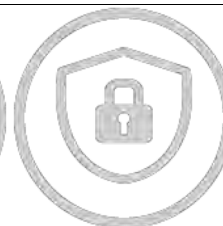
### Expected Performance Outcome

To maintain the Authority’s service vehicle fleet in a state of good repair, this program acquires service, police, and maintenance support vehicles.

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

Metro will replace approximately 200 service vehicles.

### Cost (\$M)

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$9.1
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY23 Forecast	\$7.1
Planned Investments	(\$M)
FY24	\$9.1
FY25	\$9.3
FY26	\$10.7
FY27	\$11.5
FY28	\$14.0
FY29	\$13.7
6-Year Total (FY24-FY29)	\$68.3
10-Year Total (FY24-FY33)	\$138.3
Beyond FY33	\$0.0





## Environmental Compliance Program (CIP0010)

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

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

### Description

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



### Expected Performance Outcome

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

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

Metro will advance underground storage tank replacement (including at multiple maintenance facilities) and complete the New Hampshire Avenue Chiller Plant remediation.

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$7.0
Planned Investments	(\$M)
FY24	\$17.7
FY25	\$13.4
FY26	\$10.2
FY27	\$2.9
FY28	\$3.7
FY29	\$3.1
6-Year Total (FY24-FY29)	\$51.0
10-Year Total (FY24-FY33)	\$63.4
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.1
Dedicated Funding	\$1.3
Reimbursable	\$0.0
Debt	\$16.2



## 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 Performance Outcome

Prevents future reliability problems within the fleet as measured by the MetroAccess fleet reliability performance target of  $\geq 22,000$  miles between failure (example based on Metro's FY23 target). 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 approximately 200 vehicles. Metro will monitor and evaluate the performance of these vehicles to inform future decisions on the appropriate mix of vans and sedans including adoption of zero emission vehicles.

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$6.8
Planned Investments	(\$M)
FY24	\$14.2
FY25	\$20.6
FY26	\$15.8
FY27	\$15.8
FY28	\$16.0
FY29	\$16.5
6-Year Total (FY24-FY29)	\$99.0
10-Year Total (FY24-FY33)	\$170.0
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$4.7
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$9.5
Reimbursable	\$0.0
Debt	\$0.0



## Track Rehabilitation Program (CIP0024)

**Initiative Type:** Program

**Category:** Track and Structures Rehabilitation

**Location:** Systemwide

**Mode:** Rail

**Program:** Fixed Rail

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

### Description

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



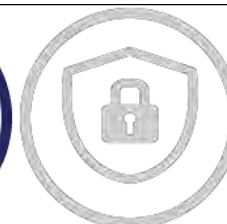
### Expected Performance Outcome

Maintains track infrastructure in a state of good repair to prevent potential safety incidents and minimize disruptions to rail service as measured by the Rail Infrastructure performance target of  $\leq 5.2\%$  of track unavailable (example based on Metro's FY23 target).

### 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)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$43.7
PRIIA/RSI Grants	\$0.0
System Performance	\$0.5
Dedicated Funding	\$55.7
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY23 Forecast	\$83.6
Planned Investments	(\$M)
FY24	\$99.9
FY25	\$105.8
FY26	\$108.9
FY27	\$117.0
FY28	\$121.2
FY29	\$119.8
6-Year Total (FY24-FY29)	\$672.6
10-Year Total (FY24-FY33)	\$1,227.5
Beyond FY33	\$0.0



## 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.



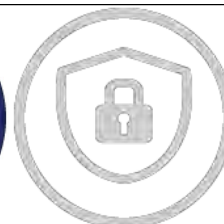
### Expected Performance Outcome

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

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

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

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$10.1
Planned Investments	(\$M)
FY24	\$18.8
FY25	\$38.6
FY26	\$27.7
FY27	\$26.8
FY28	\$13.4
FY29	\$1.0
6-Year Total (FY24-FY29)	\$126.3
10-Year Total (FY24-FY33)	\$127.6
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 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	\$18.8



## Bicycle and Pedestrian Facility Rehabilitation (CIP0035)

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

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

### Description

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



### Expected Performance Outcome

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

### 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 access.

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$0.6
Planned Investments	(\$M)
FY24	\$0.7
FY25	\$3.6
FY26	\$3.1
FY27	\$0.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$7.3
10-Year Total (FY24-FY33)	\$7.3
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.7
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0



## Procurement Program Support (CIP0036)

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

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

### Description

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



### Expected Performance Outcome

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

### 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)

Investments	(\$M)
FY23 Forecast	\$10.1
Planned Investments	(\$M)
FY24	\$13.0
FY25	\$13.4
FY26	\$13.8
FY27	\$14.3
FY28	\$14.7
FY29	\$15.1
6-Year Total (FY24-FY29)	\$84.4
10-Year Total (FY24-FY33)	\$149.5
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 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



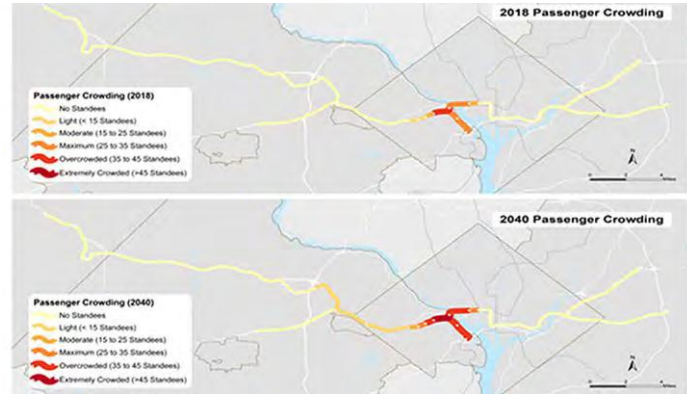
## System Planning and Development (CIP0039)

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

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

### Description

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



### Expected Performance Outcome

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

### Strategic Drivers



### Near Term Deliverables

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

### Cost (\$M)

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$6.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY23 Forecast	\$7.4
Planned Investments	(\$M)
FY24	\$6.0
FY25	\$6.1
FY26	\$3.8
FY27	\$3.8
FY28	\$2.4
FY29	\$2.4
6-Year Total (FY24-FY29)	\$24.6
10-Year Total (FY24-FY33)	\$34.1
Beyond FY33	\$0.0



## Asset Management Software Improvements (CIP0042)

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

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

### Description

This program evaluates Metro's asset management business practices and supports implementation of new software.



### Expected Performance 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



### 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)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$26.3
FY23 Forecast	\$0.3
Planned Investments	(\$M)
FY24	\$0.5
FY25	\$1.4
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$1.9
10-Year Total (FY24-FY33)	\$1.9
Beyond FY33	\$0.0
<b>Total Estimated Investment</b>	<b>\$28.5</b>

### Anticipated Funding Sources (\$M)

FY24 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

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
Development and Evaluation											
Implementation and Construction	✓	✓	✓								
Operations Activation			✓								





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

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

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

## Description

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



## Expected Performance Outcome

Increase 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)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$13.0
FY23 Forecast	\$3.0
Planned Investments	(\$M)
FY24	\$3.8
FY25	\$11.3
FY26	\$2.3
FY27	\$0.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$17.4
10-Year Total (FY24-FY33)	\$17.4
Beyond FY33	\$0.0
<b>Total Estimated Investment</b>	<b>\$33.4</b>

## Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$3.8
Reimbursable	\$0.0
Debt	\$0.0

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
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):**

### 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 Performance Outcome

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

### Strategic Drivers



### Near Term Deliverables

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

### Anticipated Funding Sources (\$M)

FY24 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

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$3.9
Planned Investments	(\$M)
FY24	\$0.0
FY25	\$4.1
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$4.1
10-Year Total (FY24-FY33)	\$4.1
Beyond FY33	\$0.0



## 8000-Series Railcars (CIP0059)

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

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

### Description

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



### Expected Performance Outcome

Maintaining fleet in a state of good repair for safety and reliability. Meets or exceeds the Rail Fleet Reliability performance target of ≥56,500 miles between failure for 8000-series railcars (example based on Metro’s FY23 target) once fully implemented. New railcars provide 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 FY23)	\$48.9
FY23 Forecast	\$39.4
Planned Investments	(\$M)
FY24	\$57.1
FY25	\$64.7
FY26	\$184.2
FY27	\$176.9
FY28	\$147.3
FY29	\$198.0
6-Year Total (FY24-FY29)	\$828.2
10-Year Total (FY24-FY33)	\$1,141.6
Beyond FY33	\$0.0
Total Estimated Investment	\$1,229.9

### Anticipated Funding Sources (\$M)

FY24 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	\$57.1

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
Development and Evaluation	✓										
Implementation and Construction	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Operations Activation					✓	✓	✓	✓	✓	✓	✓



## Rail Vehicle Scheduled Maintenance Program (CIP0063)

**Initiative Type:** Program

**Category:** Railcar and Railcar Facilities

**Location:** Systemwide

**Mode:** Rail

**Program:** Maintenance/Overhaul

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

### Description

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



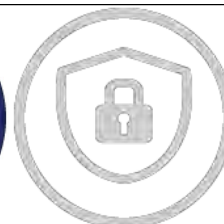
### Expected Performance Outcome

Maintains the rail fleet in a state of good repair to prevent future safety and reliability concerns to meet or exceed the Rail Fleet Reliability performance target.

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

Metro will overhaul and conduct Scheduled Maintenance Programs (SMP) for 168 railcars. The scheduled overhaul will include vehicles 2000, 3000, 6000, and 7000-series railcars.

### Cost (\$M)

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$40.4
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$53.4
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY23 Forecast	\$84.9
Planned Investments	(\$M)
FY24	\$93.8
FY25	\$91.8
FY26	\$94.4
FY27	\$97.1
FY28	\$94.9
FY29	\$67.7
6-Year Total (FY24-FY29)	\$539.9
10-Year Total (FY24-FY33)	\$961.1
Beyond FY33	\$0.0



## Rail Vehicle Safety & Reliability Improvements (CIP0067)

**Initiative Type:** Program

**Category:** Railcar and Railcar Facilities

**Location:** Systemwide

**Mode:** Rail

**Program:** Maintenance/Overhaul

**Federal Participation (all years):** No

### Description

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



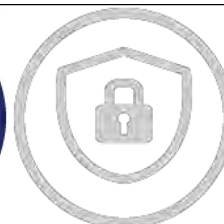
### Expected Performance Outcome

Improves and maintains the reliability of the railcar fleet as measured by the Rail Fleet Reliability performance target of ≥14,000 miles between failure for the legacy fleet (example based on Metro's FY23 target).

### 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)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$3.6
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY23 Forecast	\$7.1
Planned Investments	(\$M)
FY24	\$3.6
FY25	\$2.7
FY26	\$2.8
FY27	\$2.9
FY28	\$3.0
FY29	\$3.0
6-Year Total (FY24-FY29)	\$18.0
10-Year Total (FY24-FY33)	\$31.1
Beyond FY33	\$0.0



## Elevator Rehabilitation Program (CIP0072)

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

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

### Description

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



### Expected Performance Outcome

Maintains elevators in a state of good repair to provide accessibility and preserve availability as measured by the Elevator Availability performance target of  $\geq 97.5\%$  (example per Metro’s FY23 target).

### 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)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$6.3
System Performance	\$0.0
Dedicated Funding	\$0.3
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY23 Forecast	\$4.3
Planned Investments	(\$M)
FY24	\$6.6
FY25	\$6.5
FY26	\$6.5
FY27	\$7.1
FY28	\$10.0
FY29	\$9.0
6-Year Total (FY24-FY29)	\$45.7
10-Year Total (FY24-FY33)	\$84.9
Beyond FY33	\$0.0



## Escalator Rehabilitation Program (CIP0073)

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

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

### Description

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



### Expected Performance Outcome

Maintains escalators in a state of good repair to prevent potential safety issues and preserve availability as measured by the Escalator Availability performance target of  $\geq 92.9\%$  (example based on Metro's FY23 target).

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

Metro will rehabilitate approximately 24 units systemwide.

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$19.7
Planned Investments	(\$M)
FY24	\$20.9
FY25	\$31.3
FY26	\$9.6
FY27	\$14.7
FY28	\$12.9
FY29	\$16.4
6-Year Total (FY24-FY29)	\$105.7
10-Year Total (FY24-FY33)	\$157.1
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$19.5
System Performance	\$0.0
Dedicated Funding	\$1.4
Reimbursable	\$0.0
Debt	\$0.0



## Rail System Power Upgrades (CIP0076)

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

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

### Description

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



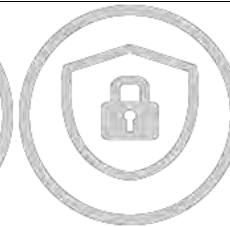
### Expected Performance Outcome

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 of traction power substations and tie breaker stations included on the Blue Line and the Red/Orange/Green.

### Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$239.1
FY23 Forecast	\$22.9
Planned Investments	(\$M)
FY24	\$5.9
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$5.9
10-Year Total (FY24-FY33)	\$5.9
Beyond FY33	\$0.0
<b>Total Estimated Investment</b>	<b>\$267.9</b>

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.1
Debt	\$5.8

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
Development and Evaluation											
Implementation and Construction	✓	✓									
Operations Activation	✓	✓									





## Station and Facility Restoration Program (CIP0087)

**Initiative Type:** Program

**Category:** Stations and Passenger Facilities

**Location:** Systemwide

**Mode:** Rail

**Program:** Platforms & Structures

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

### Description

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



### Expected Performance Outcome

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

### 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.

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$13.3
Planned Investments	(\$M)
FY24	\$13.6
FY25	\$13.9
FY26	\$14.3
FY27	\$15.6
FY28	\$12.8
FY29	\$13.2
6-Year Total (FY24-FY29)	\$83.4
10-Year Total (FY24-FY33)	\$140.3
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$2.2
Reimbursable	\$0.0
Debt	\$11.4



## Station Entrance Canopy Installation (CIP0088)

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

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

### Description

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



### Expected Performance Outcome

Improves the reliability and useful life of escalators by protecting escalators and stairways from exposure to weather as measured by the Escalator Availability performance target of  $\geq 92.9\%$  escalators in a state of good repair (example based on Metro's FY23 target). Provides additional coverage for customers as they enter and exit the station.

### Strategic Drivers



Safety



Security



Reliability/SGR

### 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)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$46.8
FY23 Forecast	\$10.4
Planned Investments	(\$M)
FY24	\$8.8
FY25	\$13.0
FY26	\$9.7
FY27	\$5.7
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$37.3
10-Year Total (FY24-FY33)	\$37.3
Beyond FY33	\$0.0
Total Estimated Investment	\$94.5

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$7.6
PRIIA/RSI Grants	\$0.0
System Performance	\$0.3
Dedicated Funding	\$0.9
Reimbursable	\$0.0
Debt	\$0.0

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
Development and Evaluation											
Implementation and Construction	✓	✓	✓	✓	✓						
Operations Activation	✓	✓	✓	✓	✓						



## Joint Development Program Support (CIP0099)

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

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

### Description

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



### Expected Performance Outcome

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

### 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)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$2.2
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY23 Forecast	\$1.2
Planned Investments	(\$M)
FY24	\$2.2
FY25	\$2.0
FY26	\$2.0
FY27	\$2.0
FY28	\$2.0
FY29	\$2.0
6-Year Total (FY24-FY29)	\$12.2
10-Year Total (FY24-FY33)	\$20.2
Beyond FY33	\$0.0



## Internal Compliance Capital Management Support (CIP0101)

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

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

### Description

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



### Expected Performance Outcome

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

### Strategic Drivers



### 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)

FY24 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)
FY23 Forecast	\$1.6
Planned Investments	(\$M)
FY24	\$1.2
FY25	\$1.2
FY26	\$1.3
FY27	\$1.3
FY28	\$1.4
FY29	\$1.4
6-Year Total (FY24-FY29)	\$7.8
10-Year Total (FY24-FY33)	\$13.8
Beyond FY33	\$0.0



## Police District III Substation (CIP0102)

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

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

### 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 Performance Outcome

Improves the distribution of police personnel to strengthen customer safety and security through reduced response times to police calls as measured by the employee injury rate performance target of ≤20.6 injuries per 200,000 hours worked, and the customer injury rate performance target of ≤56.4 injuries per 10 million revenue miles (examples based on Metro's FY23 targets).

### 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)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$1.9
FY23 Forecast	\$7.2
Planned Investments	(\$M)
FY24	\$0.0
FY25	\$0.1
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$0.1
10-Year Total (FY24-FY33)	\$0.1
Beyond FY33	\$0.0
Total Estimated Investment	\$9.2

### Anticipated Funding Sources (\$M)

FY24 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	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
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):**

### Description

This project rehabilitates structural components and mechanical systems at the Rhode Island Avenue Station, including the platform structure, station canopy, and life-safety systems.



### Expected Performance 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 Rail customer injury rate performance target of  $\leq 20.6$  injuries per 10 million revenue miles and on-time performance target of  $\geq 92\%$  for customer trips (examples based on Metro's FY23 targets).

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

No planned deliverables in FY2024.

### Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$19.7
FY23 Forecast	\$0.0
Planned Investments	(\$M)
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$1.0
FY28	\$9.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$10.0
10-Year Total (FY24-FY33)	\$10.0
Beyond FY33	\$0.0
Total Estimated Investment	\$29.7

### Anticipated Funding Sources (\$M)

FY24 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	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
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), including personal protection, surveillance, and access control equipment.



### Expected Performance Outcome

Supports the security of Metro's customers 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 including body cameras.

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$3.4
Planned Investments	(\$M)
FY24	\$0.9
FY25	\$2.7
FY26	\$2.2
FY27	\$0.7
FY28	\$0.3
FY29	\$1.2
6-Year Total (FY24-FY29)	\$7.9
10-Year Total (FY24-FY33)	\$10.2
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 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	\$0.0



## Capital Program Financing Support (CIP0131)

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

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

### Description

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



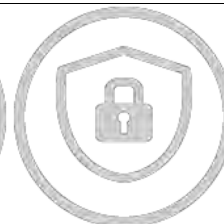
### Expected Performance Outcome

Provides Metro access to borrowing to finance the capital program.

### 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)

Investments	(\$M)
FY23 Forecast	\$0.6
Planned Investments	(\$M)
FY24	\$1.0
FY25	\$2.0
FY26	\$2.0
FY27	\$2.0
FY28	\$2.0
FY29	\$2.0
6-Year Total (FY24-FY29)	\$11.0
10-Year Total (FY24-FY33)	\$19.0
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 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





## Escalator and Elevator Overhaul Program (CIP0132)

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

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

### Description

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



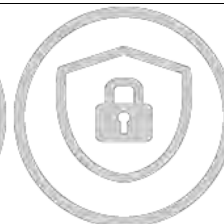
### Expected Performance Outcome

Maintains elevators and escalators in a state of good repair to preserve availability as measured by the Elevator Availability performance target of  $\geq 97.5\%$  elevators in a state of good repair and the Escalator Availability performance target of  $\geq 92.9\%$  escalators in a state of good repair (examples based on Metro's FY23 targets).

### 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. Metro will advance the production of 10,000 replacement escalators' steps.

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$8.5
Planned Investments	(\$M)
FY24	\$7.5
FY25	\$7.7
FY26	\$8.0
FY27	\$8.2
FY28	\$9.2
FY29	\$8.7
6-Year Total (FY24-FY29)	\$49.2
10-Year Total (FY24-FY33)	\$86.6
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 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	\$7.5



## Radio Infrastructure Replacement (CIP0136)

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

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

### Description

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



### Expected Performance Outcome

Improves Metro's ability to communicate with first responders in the surrounding jurisdictions efficiently, enhancing the safety and security of customers using the system. Increases internal efficiency by enabling employees to communicate with the Operations Control Centers 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.

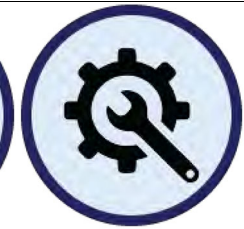
### Strategic Drivers



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 to cover Metro's above and underground system for both radio and wireless use.

### Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$351.9
FY23 Forecast	\$39.7
Planned Investments	(\$M)
FY24	\$49.9
FY25	\$0.3
FY26	\$0.3
FY27	\$0.3
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$50.9
10-Year Total (FY24-FY33)	\$50.9
Beyond FY33	\$0.0
Total Estimated Investment	\$442.5

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$16.8
System Performance	\$0.0
Dedicated Funding	\$21.4
Reimbursable	\$0.0
Debt	\$11.7

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
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 Performance Outcome

Allows railcars to receive necessary preventive maintenance to maintain the fleet in a state of good repair as measured by the Rail Fleet Reliability performance target of  $\geq 14,000$  miles between failure for the legacy fleet (example based on Metro's FY23 target).

### 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)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$155.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY23 Forecast	\$59.0
Planned Investments	(\$M)
FY24	\$155.0
FY25	\$59.0
FY26	\$59.0
FY27	\$59.0
FY28	\$59.0
FY29	\$59.0
6-Year Total (FY24-FY29)	\$450.0
10-Year Total (FY24-FY33)	\$686.0
Beyond FY33	\$0.0



## Bus Vehicle Preventive Maintenance (CIP0143)

**Initiative Type:** Program

**Category:** Bus, Bus Facilities & Paratransit

**Location:** Systemwide

**Mode:** Bus

**Program:** Maintenance/Overhaul

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

### Description

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



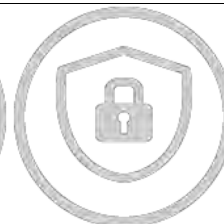
### Expected Performance Outcome

Allows the bus fleet to receive necessary preventive maintenance to maintain the fleet in a state of good repair as measured by the Bus Fleet Reliability performance indicator of  $\geq 8,200$  miles between failure (example based on Metro's FY23 target).

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

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

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$1.0
Planned Investments	(\$M)
FY24	\$45.0
FY25	\$1.0
FY26	\$1.0
FY27	\$1.0
FY28	\$1.0
FY29	\$1.0
6-Year Total (FY24-FY29)	\$50.0
10-Year Total (FY24-FY33)	\$54.0
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$45.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0



## Facility Security Monitoring Equipment Program (CIP0145)

**Initiative Type:** Program  
**Category:** 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 cameras, public address systems, intercoms and additional security measures. Metro is piloting ways to enhance the Rail Operations Control Center's situational awareness of operating conditions in the tunnel through the installation of cameras.



### Expected Performance Outcome

Addresses the safety and security of customers and employees through monitoring of the interior and exterior of stations and facilities. 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



### Near Term Deliverables

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

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$16.1
Planned Investments	(\$M)
FY24	\$14.7
FY25	\$10.8
FY26	\$13.4
FY27	\$12.9
FY28	\$26.5
FY29	\$17.5
6-Year Total (FY24-FY29)	\$95.8
10-Year Total (FY24-FY33)	\$367.5
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$8.1
Reimbursable	\$0.0
Debt	\$6.6



## Support Facility Fire System Rehabilitation (CIP0150)

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

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

### Description

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



### Expected Performance Outcome

Improves compliance with National Fire Protection Association (NFPA) standards, 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, compressed natural gas sensors, and security systems at support facilities.

### Cost (\$M)

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$3.1
PRIIA/RSI Grants	\$0.0
System Performance	\$0.2
Dedicated Funding	\$0.1
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY23 Forecast	\$4.5
Planned Investments	(\$M)
FY24	\$3.4
FY25	\$1.5
FY26	\$0.0
FY27	\$2.5
FY28	\$3.5
FY29	\$10.0
6-Year Total (FY24-FY29)	\$20.8
10-Year Total (FY24-FY33)	\$63.6
Beyond FY33	\$41.2



## Rail Station Cooling Rehabilitation Program (CIP0151)

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

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

### Description

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



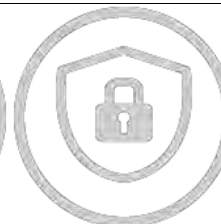
### Expected Performance Outcome

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)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$5.7
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$3.6

Investments	(\$M)
FY23 Forecast	\$4.7
Planned Investments	(\$M)
FY24	\$9.3
FY25	\$7.7
FY26	\$0.5
FY27	\$0.2
FY28	\$0.5
FY29	\$0.5
6-Year Total (FY24-FY29)	\$18.7
10-Year Total (FY24-FY33)	\$18.7
Beyond FY33	\$0.0



## Parking Garage and Surface Lot Rehabilitation (CIP0152)

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

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

### Description

This program rehabilitates parking facilities including garages and surface lots.



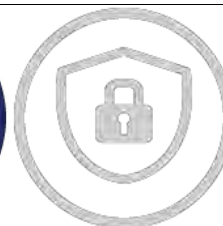
### Expected Performance Outcome

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

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

Advance necessary maintenance activities to allow parking assets to achieve their intended useful life. Metro will progress the rehabilitation of parking facilities at Addison Road, Huntington (East), Wheaton, Anacostia, New Carrollton and Shady Grove.

### Cost (\$M)

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$4.0
PRIIA/RSI Grants	\$0.0
System Performance	\$2.1
Dedicated Funding	\$7.7
Reimbursable	\$0.0
Debt	\$5.5

Investments	(\$M)
FY23 Forecast	\$15.5
Planned Investments	(\$M)
FY24	\$19.3
FY25	\$22.0
FY26	\$13.2
FY27	\$4.5
FY28	\$29.9
FY29	\$27.3
6-Year Total (FY24-FY29)	\$116.1
10-Year Total (FY24-FY33)	\$230.8
Beyond FY33	\$208.2





## Facility Roof Rehabilitation and Replacement (CIP0170)

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

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

### Description

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



### Expected Performance Outcome

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

### Strategic Drivers



### Near Term Deliverables

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

### Cost (\$M)

### Anticipated Funding Sources (\$M)

FY24 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	\$7.4

Investments	(\$M)
FY23 Forecast	\$11.6
Planned Investments	(\$M)
FY24	\$7.4
FY25	\$12.1
FY26	\$8.8
FY27	\$8.0
FY28	\$7.0
FY29	\$1.0
6-Year Total (FY24-FY29)	\$44.3
10-Year Total (FY24-FY33)	\$54.7
Beyond FY33	\$0.0



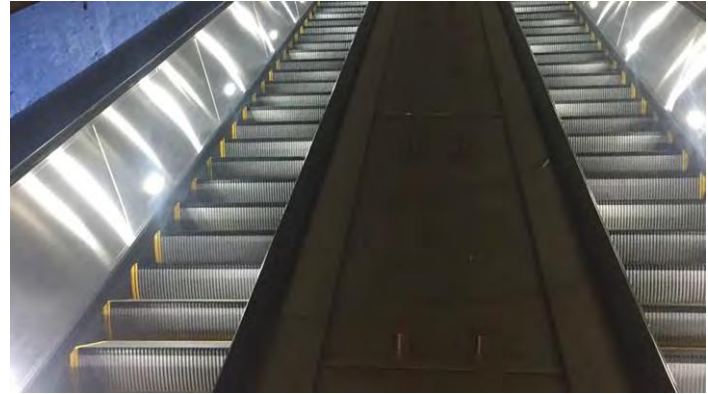
## Escalator Replacement (CIP0185)

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

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

### Description

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



### Expected Performance Outcome

Maintains escalators in a state of good repair to prevent potential safety and security issues, reduce customer injuries, and preserve availability as measured by the Escalator Availability performance target of  $\geq 92.9\%$  (example based on Metro's FY23 target). 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)

Investments	(\$M)
FY23 Forecast	\$35.5
Planned Investments	(\$M)
FY24	\$34.8
FY25	\$30.4
FY26	\$30.4
FY27	\$20.9
FY28	\$9.8
FY29	\$0.0
6-Year Total (FY24-FY29)	\$126.3
10-Year Total (FY24-FY33)	\$126.3
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$34.8
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0



## Support Facility Improvements (CIP0197)

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

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

### Description

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



### Expected Performance Outcome

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

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

Continue to develop project implementation schedules for renovation of employee breakrooms at bus garages and railyards. Metro will begin rehabilitation of mechanical systems at various facilities throughout the system.

### Cost (\$M)

### Anticipated Funding Sources (\$M)

FY24 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	\$12.8

Investments	(\$M)
FY23 Forecast	\$7.1
Planned Investments	(\$M)
FY24	\$14.0
FY25	\$8.6
FY26	\$12.4
FY27	\$11.6
FY28	\$6.3
FY29	\$0.0
6-Year Total (FY24-FY29)	\$52.9
10-Year Total (FY24-FY33)	\$52.9
Beyond FY33	\$0.0



## Railcar Rooftop Access Platform (CIP0204)

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

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

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

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

Metro will continue close-out of the projects for the railcar rooftop access platforms including relocation of fire safety systems to meet current code.

### Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$16.3
FY23 Forecast	\$0.5
Planned Investments	(\$M)
FY24	\$0.4
FY25	\$0.4
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$0.8
10-Year Total (FY24-FY33)	\$0.8
Beyond FY33	\$0.0
<b>Total Estimated Investment</b>	<b>\$17.6</b>

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.1
Reimbursable	\$0.0
Debt	\$0.3

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
Development and Evaluation	✓										
Implementation and Construction	✓										
Operations Activation	✓	✓	✓								



## Track Pollution Prevention (CIP0210)

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

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

### Description

This project designs and implements modifications to fueling areas at railyards to ensure that spills in the trackbed are sufficiently treated and enclosed. Currently, routine fuel spills lead to contamination of the ballast and ground and result in non-compliance with regulatory requirements.



### Expected Performance Outcome

Prevent routine fuel spills from contaminating the ballast and ground and maintain compliance with regulatory requirements as per the Clean Water Act (CWA) and Chesapeake Bay Restoration Act (CBRA).

### Strategic Drivers



### Near Term Deliverables

No planned deliverables in FY24.

### Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$0.8
FY23 Forecast	\$0.0
Planned Investments	(\$M)
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$5.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$5.0
10-Year Total (FY24-FY33)	\$28.0
Beyond FY33	\$0.0
Total Estimated Investment	\$28.8

### Anticipated Funding Sources (\$M)

FY24 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	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
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.



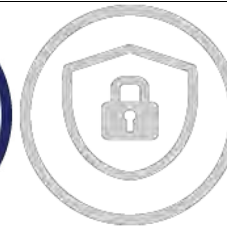
### Expected Performance Outcome

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

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

Continue to support high-value sustainability projects and the development and dissemination of an agency-wide Sustainability Action Plan. Metro will continue making improvements to waste management and recycling processes throughout the system and investigate zero-emission solutions for customer EV parking and leaf blowers.

### Cost (\$M)

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$4.7
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY23 Forecast	\$2.2
Planned Investments	(\$M)
FY24	\$4.7
FY25	\$3.6
FY26	\$3.6
FY27	\$3.6
FY28	\$4.6
FY29	\$5.3
6-Year Total (FY24-FY29)	\$25.4
10-Year Total (FY24-FY33)	\$39.8
Beyond FY33	\$0.0



## Capital Program Development Support (CIP0213)

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

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

### Description

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



### Expected Performance 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 Capital Program planning & programming, transit asset management, and financial & grant management.

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$26.6
Planned Investments	(\$M)
FY24	\$28.9
FY25	\$27.2
FY26	\$26.6
FY27	\$25.0
FY28	\$25.0
FY29	\$25.0
6-Year Total (FY24-FY29)	\$157.6
10-Year Total (FY24-FY33)	\$257.6
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$28.9
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0



## 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 Performance Outcome

Improves safety and customer experience by modernizing and maintaining Metrorail station infrastructure and systems in a state of good repair. 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

Metro will continue to replace and upgrade elements within rail stations (e.g., passenger information displays, gates, flooring, lighting, security, etc.). Includes removal of existing escalator, portion of stairs and construction of new concrete stairs, granite treads, pavers, and illuminated handrails at Judiciary Square (north stair), Bethesda (stair) and College Park-University of Maryland (stair).

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$0.7
Planned Investments	(\$M)
FY24	\$1.9
FY25	\$3.1
FY26	\$1.8
FY27	\$2.0
FY28	\$10.0
FY29	\$10.0
6-Year Total (FY24-FY29)	\$28.8
10-Year Total (FY24-FY33)	\$28.8
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 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	\$1.9





## Rail Station Lighting Improvements (CIP0219)

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

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

### Description

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



### Expected Performance Outcome

Provides lighting to improve customer and employee safety and security. In addition, newer lights are more efficient and reduce Metro's energy consumption.

### Strategic Drivers



### Near Term Deliverables

Metro will continue upgrades to station lighting for platform edges, above ground, and ancillary rooms. 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.

### Anticipated Funding Sources (\$M)

FY24 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	\$60.0

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$8.1
Planned Investments	(\$M)
FY24	\$60.0
FY25	\$25.2
FY26	\$30.8
FY27	\$0.0
FY28	\$0.0
FY29	\$25.7
6-Year Total (FY24-FY29)	\$141.7
10-Year Total (FY24-FY33)	\$288.1
Beyond FY33	\$0.0



## Bus Planning Studies Program (CIP0220)

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

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

### Description

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



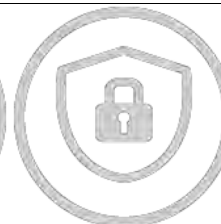
### Expected Performance Outcome

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

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

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

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$1.0
Planned Investments	(\$M)
FY24	\$1.3
FY25	\$1.1
FY26	\$1.0
FY27	\$1.3
FY28	\$2.0
FY29	\$1.3
6-Year Total (FY24-FY29)	\$7.9
10-Year Total (FY24-FY33)	\$12.9
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 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



## Bus Customer Facility Improvements (CIP0221)

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

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

### Description

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



### Expected Performance Outcome

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

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

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

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$8.0
Planned Investments	(\$M)
FY24	\$12.9
FY25	\$12.2
FY26	\$12.2
FY27	\$12.2
FY28	\$15.7
FY29	\$19.1
6-Year Total (FY24-FY29)	\$84.2
10-Year Total (FY24-FY33)	\$114.0
Beyond FY33	\$6.9

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.5
PRIIA/RSI Grants	\$0.0
System Performance	\$1.6
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$10.8



# Railcar Repair and Maintenance 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 railcar repair and maintenance facility in Landover, MD. This will centralize most of Metro’s railcar scheduled maintenance program (SMP) functions into a dedicated facility. Currently, railcar rehabilitation, repairs, and maintenance functions are split between Brentwood and Greenbelt Rail Yards along with ongoing service and inspection (S&I) work.



## Expected Performance Outcome

Provides workers with a safer, more modern facility and shop equipment. Employee injury rate is expected to meet or exceed the Rail employee injury rate performance target of ≤3.6 injuries per 200,000 hours worked (example based on Metro’s FY23 target).

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

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

## Cost (\$M)

## Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$56.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$6.4

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$93.9
FY23 Forecast	\$19.1
Planned Investments	(\$M)
FY24	\$62.5
FY25	\$202.6
FY26	\$115.6
FY27	\$93.4
FY28	\$62.9
FY29	\$0.0
6-Year Total (FY24-FY29)	\$537.0
10-Year Total (FY24-FY33)	\$537.0
Beyond FY33	\$0.0
Total Estimated Rail Investment	\$650.0

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
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):**

### Description

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



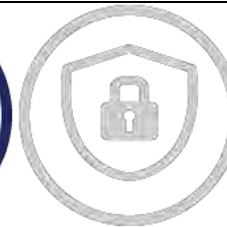
### Expected Performance Outcome

Reduces disruption to revenue service and increases customer 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 target of ≤5.2% of track under performance restrictions and the number of fire and smoke events to meet or exceed the performance target of ≤47 incidents annually (examples based on Metro's FY23 targets). 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 develop implementation projects based on the completed assessment, and plan the next set of stations to assess for flood resiliency improvements.

### Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$7.8
FY23 Forecast	\$1.7
Planned Investments	(\$M)
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
FY29	\$5.0
6-Year Total (FY24-FY29)	\$5.0
10-Year Total (FY24-FY33)	\$29.4
Beyond FY33	\$0.0
<b>Total Estimated Investment</b>	<b>\$38.9</b>

### Anticipated Funding Sources (\$M)

FY24 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	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
Development and Evaluation	✓						✓				
Implementation and Construction							✓	✓			
Operations Activation											



## Rail System Drainage Rehabilitation Program (CIP0242)

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

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

### Description

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



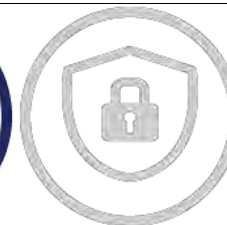
### Expected Performance Outcome

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 target of ≤5.2% of track under performance restrictions (example based on Metro’s FY23 target). 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 (Noyes Road and Medical Center) identified in priority list. Drainage pump station renewals include replacement of pumps, piping, controls, lighting, and other structural and drainage.

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$11.2
Planned Investments	(\$M)
FY24	\$13.4
FY25	\$12.6
FY26	\$10.3
FY27	\$0.0
FY28	\$5.0
FY29	\$10.0
6-Year Total (FY24-FY29)	\$51.3
10-Year Total (FY24-FY33)	\$120.3
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 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	\$13.4



## General Engineering (CIP0246)

**Initiative Type:** Program

**Category:** Track and Structures Rehabilitation

**Location:** Systemwide

**Mode:** Rail

**Program:** Fixed Rail

**Federal Participation (all years):** No

### Description

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



### Expected Performance Outcome

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

### 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)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$10.3
Dedicated Funding	\$6.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY23 Forecast	\$17.2
Planned Investments	(\$M)
FY24	\$16.3
FY25	\$10.4
FY26	\$10.6
FY27	\$10.8
FY28	\$13.5
FY29	\$21.8
6-Year Total (FY24-FY29)	\$83.4
10-Year Total (FY24-FY33)	\$130.7
Beyond FY33	\$0.0



## Emergency Construction and Emerging Needs Program (CIP0247)

**Initiative Type:** Program

**Category:** Track and Structures Rehabilitation

**Location:** Systemwide

**Mode:** Rail

**Program:** Fixed Rail

**Federal Participation (all years):** No

### Description

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



### Expected Performance 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)

FY24 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	\$51.6

Investments	(\$M)
FY23 Forecast	\$8.1
Planned Investments	(\$M)
FY24	\$52.9
FY25	\$61.9
FY26	\$51.0
FY27	\$51.8
FY28	\$51.0
FY29	\$52.5
6-Year Total (FY24-FY29)	\$321.0
10-Year Total (FY24-FY33)	\$476.0
Beyond FY33	\$0.0





## Automatic Train Control State of Good Repair (CIP0251)

**Initiative Type:** Program

**Category:** Rail Systems

**Location:** Systemwide

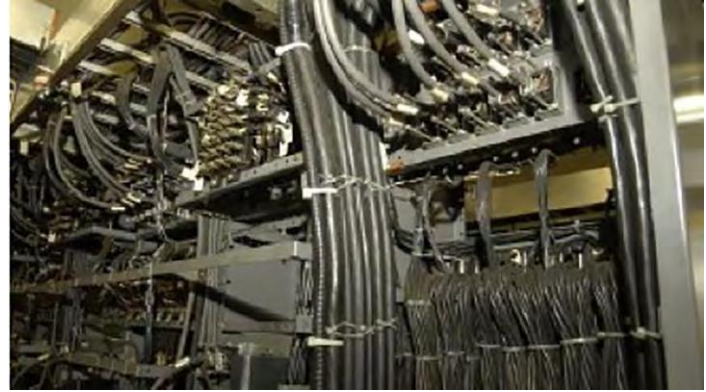
**Mode:** Rail

**Program:** Signals & Communications

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

### Description

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



### Expected Performance Outcome

Provides reliable signal operation maximizing on-time performance and minimizing disruption with a performance target of  $\leq 5.2\%$  of track under performance restrictions. Prevents potential safety issues and customer injuries to meet the Rail customer injury rate performance target of  $\leq 20.6$  customer injuries per 10 million revenue miles (examples based on Metro's FY23 targets).

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

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

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$55.8
Planned Investments	(\$M)
FY24	\$80.2
FY25	\$101.9
FY26	\$120.6
FY27	\$97.9
FY28	\$71.2
FY29	\$89.9
6-Year Total (FY24-FY29)	\$561.7
10-Year Total (FY24-FY33)	\$929.7
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$43.0
System Performance	\$0.0
Dedicated Funding	\$0.4
Reimbursable	\$0.0
Debt	\$36.8



## Low Voltage Power State of Good Repair (CIP0252)

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

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

### Description

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



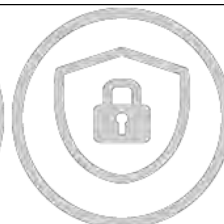
### Expected Performance Outcome

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

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

Metro will install switchgears, transformers, cabling, and electrical panels at various locations. Uninterruptible Power Supplies will be replaced systemwide. Metro expects to advance work at Brookland, Takoma, L'Enfant Plaza, Archives, and Addison Road.

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$32.8
Planned Investments	(\$M)
FY24	\$34.8
FY25	\$31.0
FY26	\$22.9
FY27	\$24.1
FY28	\$35.0
FY29	\$16.6
6-Year Total (FY24-FY29)	\$164.4
10-Year Total (FY24-FY33)	\$187.6
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.5
Reimbursable	\$0.0
Debt	\$34.3



## Traction Power State of Good Repair (CIP0253)

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

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

### Description

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



### Expected Performance Outcome

Improvements decrease speed restrictions imposed on trains as measured by the Rail Infrastructure Availability performance indicator target for FY23 of  $\leq 5.2\%$  of track under performance restrictions and improved on-time performance. With safety improvements, the employee injury rate is expected to meet or exceed the Rail employee injury rate performance target for FY23 of  $\leq 3.6$  injuries per 200,000 hours worked (examples based on Metro's FY23 targets).

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

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

### Cost (\$M)

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$3.0
Reimbursable	\$0.0
Debt	\$94.3

Investments	(\$M)
FY23 Forecast	\$64.1
Planned Investments	(\$M)
FY24	\$97.3
FY25	\$191.5
FY26	\$166.8
FY27	\$103.3
FY28	\$48.2
FY29	\$37.3
6-Year Total (FY24-FY29)	\$644.3
10-Year Total (FY24-FY33)	\$1,062.3
Beyond FY33	\$0.0



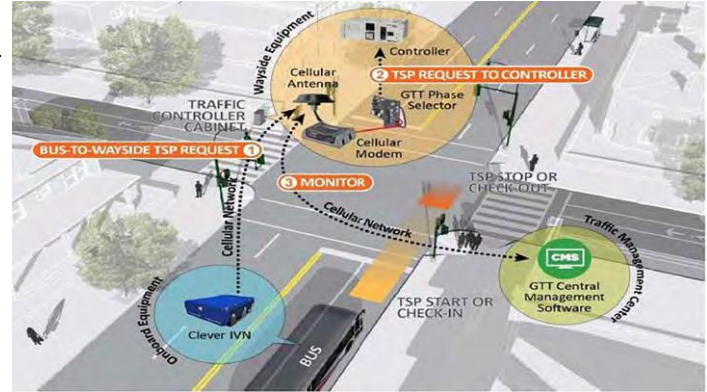
## Bus Priority Program Development (CIP0254)

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

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

### Description

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



### Expected Performance Outcome

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

### Strategic Drivers



### Near Term Deliverables

Near-term potential projects include a Violation Detection System, the launch of an All Door boarding pilot, and expanding transit signal priority and queue jumps across the region.

### Cost (\$M)

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$2.5
Dedicated Funding	\$1.7
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY23 Forecast	\$8.1
Planned Investments	(\$M)
FY24	\$4.1
FY25	\$2.8
FY26	\$2.4
FY27	\$2.5
FY28	\$2.6
FY29	\$3.8
6-Year Total (FY24-FY29)	\$18.3
10-Year Total (FY24-FY33)	\$22.0
Beyond FY33	\$0.0



## Fare Collection Modernization (CIP0255)

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

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

### Description

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



### Expected Performance 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 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. Metro will continue to trial additional faregate modifications to deter fare evasion.

### Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$191.1
FY23 Forecast	\$71.9
Planned Investments	(\$M)
FY24	\$55.5
FY25	\$121.2
FY26	\$58.9
FY27	\$41.3
FY28	\$14.1
FY29	\$3.0
6-Year Total (FY24-FY29)	\$294.0
10-Year Total (FY24-FY33)	\$294.0
Beyond FY33	\$0.0
Total Estimated Investment	\$557.0

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$5.4
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$50.1

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
Development and Evaluation	✓	✓	✓	✓	✓						
Implementation and Construction	✓	✓	✓	✓	✓	✓	✓				
Operations Activation	✓	✓	✓	✓	✓	✓	✓				



## 7000-Series Railcars (CIP0256)

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

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

### Description

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



### Expected Performance 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 Rail Fleet Reliability performance target of  $\geq 56,500$  miles for 7000-series railcars (example based on Metro's FY23 target).

### 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. All 7000-series railcars associated with this project have been acquired.

### Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$649.9
FY23 Forecast	\$24.1
Planned Investments	(\$M)
FY24	\$36.7
FY25	\$35.7
FY26	\$45.0
FY27	\$86.1
FY28	\$81.3
FY29	\$0.0
6-Year Total (FY24-FY29)	\$284.8
10-Year Total (FY24-FY33)	\$284.8
Beyond FY33	\$0.0
Total Estimated Investment	\$958.8

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$17.0
Reimbursable	\$0.0
Debt	\$19.6

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
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):**

### Description

The existing Emergency Trip Station (ETS) system has an aging 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 Performance Outcome

Maintains the safety of Metro employees through state of good repair replacement with newer and more reliable equipment.

### 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)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$4.0
FY23 Forecast	\$0.2
Planned Investments	(\$M)
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$2.5
FY28	\$2.5
FY29	\$0.0
6-Year Total (FY24-FY29)	\$5.0
10-Year Total (FY24-FY33)	\$335.6
Beyond FY33	\$0.0
Total Estimated Investment	\$339.8

### Anticipated Funding Sources (\$M)

FY24 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	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
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):**

### Description

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



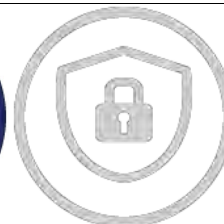
### Expected Performance Outcome

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.

### Strategic Drivers



Safety



Security



Reliability/SGR

### 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.

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$1.8
Planned Investments	(\$M)
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$5.0
FY28	\$12.8
FY29	\$23.5
6-Year Total (FY24-FY29)	\$41.4
10-Year Total (FY24-FY33)	\$215.0
Beyond FY33	\$17.7

### Anticipated Funding Sources (\$M)

FY24 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





## Tunnel Water Leak Mitigation (CIP0262)

**Initiative Type:** Program

**Category:** Track and Structures Rehabilitation

**Location:** Systemwide

**Mode:** Rail

**Program:** Structures

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

### Description

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



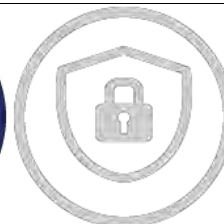
### Expected Performance Outcome

Reduces disruption to revenue service and increases customer and employee safety by mitigating the risk of water intrusion. Protects Metro infrastructure and equipment which reduces the frequency of repairs and replacements. Reduces fire and smoke events to meet or exceed the performance target of ≤47 incidents annually (example based on Metro’s FY23 target).

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

Metro has a project to mitigate water intrusion along two segments of the Red Line - between Silver Spring and Forest Glen, and Tenleytown-AU and Friendship Heights. An evaluation to determine effectiveness of the mitigation work is part of the scope.

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$18.4
Planned Investments	(\$M)
FY24	\$22.9
FY25	\$8.6
FY26	\$5.0
FY27	\$31.7
FY28	\$7.0
FY29	\$12.0
6-Year Total (FY24-FY29)	\$87.3
10-Year Total (FY24-FY33)	\$393.2
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$22.4
System Performance	\$0.0
Dedicated Funding	\$0.5
Reimbursable	\$0.0
Debt	\$0.0



## Asset Management Software (CIP0269)

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

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

### Description

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



### Expected Performance Outcome

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

### Strategic Drivers



### Near Term Deliverables

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

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$2.4
Planned Investments	(\$M)
FY24	\$0.4
FY25	\$0.8
FY26	\$2.1
FY27	\$0.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$3.3
10-Year Total (FY24-FY33)	\$3.3
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 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	\$0.0



## Capital Delivery Program Support (CIP0270)

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

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

### Description

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



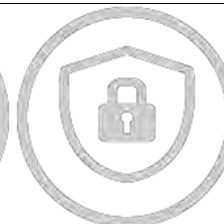
### Expected Performance Outcome

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

### 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)

Investments	(\$M)
FY23 Forecast	\$29.3
Planned Investments	(\$M)
FY24	\$34.9
FY25	\$35.9
FY26	\$37.0
FY27	\$38.1
FY28	\$39.2
FY29	\$40.4
6-Year Total (FY24-FY29)	\$225.5
10-Year Total (FY24-FY33)	\$399.6
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$26.9
Dedicated Funding	\$8.0
Reimbursable	\$0.0
Debt	\$0.0



## Digital Display and Wayfinding Improvements (CIP0272)

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

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

### Description

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



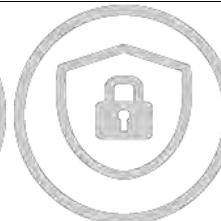
### Expected Performance Outcome

Enhances Metro's ability to improve the customer experience through the adoption of modern wayfinding and digital signage at Metrorail stations. These improvements will also generate advertising revenue.

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

Complete the installation of customer entrance digital displays at Metro Center and Columbia Heights. Metro will use the feedback from this demonstration to plan and execute additional targeted installations of digital displays.

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$4.1
Planned Investments	(\$M)
FY24	\$1.0
FY25	\$2.0
FY26	\$7.0
FY27	\$25.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$35.0
10-Year Total (FY24-FY33)	\$150.0
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 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	\$1.0



## Support Facility Rehabilitation (CIP0273)

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

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

### Description

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



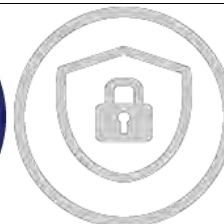
### Expected Performance Outcome

Complete improvements to administrative facilities for employees, enabling departments to be better organized and contributing to Metro's fiscal responsibility through improved productivity. Facility improvements will address potential safety concerns and improve employee satisfaction.

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

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

### Cost (\$M)

### Anticipated Funding Sources (\$M)

FY24 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	\$4.2

Investments	(\$M)
FY23 Forecast	\$3.8
Planned Investments	(\$M)
FY24	\$4.2
FY25	\$5.4
FY26	\$6.2
FY27	\$7.3
FY28	\$7.6
FY29	\$9.5
6-Year Total (FY24-FY29)	\$40.1
10-Year Total (FY24-FY33)	\$72.7
Beyond FY33	\$0.0



## New Carrollton Garage and Bus Bays (CIP0275)

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

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

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$13.0
FY23 Forecast	\$47.0
Planned Investments	(\$M)
FY24	\$52.1
FY25	\$0.3
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$52.3
10-Year Total (FY24-FY33)	\$52.3
Beyond FY33	\$0.0
<b>Total Estimated Investment</b>	<b>\$112.3</b>

### Anticipated Funding Sources (\$M)

FY24 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	\$52.1

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
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 and adds to Metro's art collection and helps Metro develop plans to commercialize underutilized space in Metrorail stations.



## Expected Performance 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 and adds to 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 including with digital signage, and remediation of Art in Transit installation at entrance of DuPont Circle Station.

## Cost (\$M)

## Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$3.3
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY23 Forecast	\$2.1
Planned Investments	(\$M)
FY24	\$3.3
FY25	\$1.4
FY26	\$1.5
FY27	\$1.0
FY28	\$1.0
FY29	\$1.0
6-Year Total (FY24-FY29)	\$9.2
10-Year Total (FY24-FY33)	\$14.7
Beyond FY33	\$0.0



## Supply Chain Modernization (CIP0277)

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

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

### Description

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



### Expected Performance 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 continue development and evaluation of a Warehouse Management System based on Metro's business model and strategy for the next decade, including incorporating a Vendor Managed Inventory to optimize inventory levels and order fulfillment.

### Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$3.0
FY23 Forecast	\$1.3
Planned Investments	(\$M)
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$3.0
FY29	\$3.8
6-Year Total (FY24-FY29)	\$6.8
10-Year Total (FY24-FY33)	\$12.3
Beyond FY33	\$0.0
Total Estimated Investment	\$16.6

### Anticipated Funding Sources (\$M)

FY24 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	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
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 Performance Outcome

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

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

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

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$0.9
Planned Investments	(\$M)
FY24	\$1.0
FY25	\$0.5
FY26	\$0.6
FY27	\$0.5
FY28	\$0.5
FY29	\$0.5
6-Year Total (FY24-FY29)	\$3.6
10-Year Total (FY24-FY33)	\$5.6
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 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	\$1.0



## Railcar Maintenance Facilities State of Good Repair (CIP0283)

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

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

### Description

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



### Expected Performance Outcome

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

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

No planned deliverables in FY2024.

### Cost (\$M)

### Anticipated Funding Sources (\$M)

FY24 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)
FY23 Forecast	\$0.0
Planned Investments	(\$M)
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$6.1
FY29	\$20.6
6-Year Total (FY24-FY29)	\$26.7
10-Year Total (FY24-FY33)	\$166.7
Beyond FY33	\$0.0



## Railyard Facility and Site Rehabilitation (CIP0284)

**Initiative Type:** Program

**Category:** Railcar and Railcar Facilities

**Location:** Systemwide

**Mode:** Rail

**Program:** Maintenance Facilities

**Federal Participation (all years):** No

### Description

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



### Expected Performance Outcome

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

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

Metro will complete facility assessments, the cable trough repair at the West Falls Church Railyard, small corrective maintenance repairs at New Carrollton, and continue the development and evaluation of future major rehabilitations of the Shady Grove and New Carrollton rail yards.

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$2.4
Planned Investments	(\$M)
FY24	\$4.9
FY25	\$14.0
FY26	\$15.9
FY27	\$12.0
FY28	\$3.0
FY29	\$18.2
6-Year Total (FY24-FY29)	\$67.9
10-Year Total (FY24-FY33)	\$759.3
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 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	\$4.9



## 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.



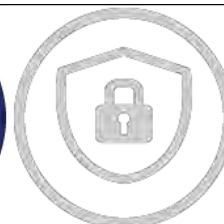
### Expected Performance Outcome

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

### 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)

Investments	(\$M)
FY23 Forecast	\$0.9
Planned Investments	(\$M)
FY24	\$2.3
FY25	\$5.9
FY26	\$6.9
FY27	\$6.9
FY28	\$7.9
FY29	\$7.3
6-Year Total (FY24-FY29)	\$37.4
10-Year Total (FY24-FY33)	\$63.9
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$2.3



## Tunnel Ventilation Improvements (CIP0291)

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

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

### Description

This project upgrades and installs additional underground ventilation infrastructure, including components such as fans, 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 Performance Outcome

Improves the tunnel ventilation system performance and capacity by installing additional fans to move smoke more efficiently, increasing customer and employee safety as measured by the Rail employee injury rate performance target of  $\leq 3.6$  employee injuries per 200,000 hours worked and the Rail customer injury rate performance target of  $\leq 20.6$  customer injuries per 10 million revenue miles (examples based on Metro's FY23 targets).

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

Metro will advance assessment and designs, complete the Red Line Ventilation Pilot (CIP0356), and evaluate the outcomes before considering plans for broader implementation. System-wide implementation is not funded in the six-year CIP.

### Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$9.8
FY23 Forecast	\$1.5
Planned Investments	(\$M)
FY24	\$0.0
FY25	\$0.1
FY26	\$0.0
FY27	\$0.0
FY28	\$5.0
FY29	\$25.0
6-Year Total (FY24-FY29)	\$30.1
10-Year Total (FY24-FY33)	\$849.9
Beyond FY33	\$359.8
Total Estimated Investment	\$1,221.0

### Anticipated Funding Sources (\$M)

FY24 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	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
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) and Structural Rehabilitation - Package B (CIP0370).



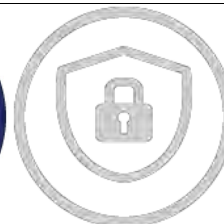
### Expected Performance Outcome

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 (Walhonding and Wilson Lane trestle bridges in Maryland and the Foundry Branch trestle bridge in DC).

### Anticipated Funding Sources (\$M)

FY24 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	\$3.8

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$0.4
Planned Investments	(\$M)
FY24	\$4.8
FY25	\$9.5
FY26	\$9.0
FY27	\$27.3
FY28	\$75.7
FY29	\$64.4
6-Year Total (FY24-FY29)	\$190.7
10-Year Total (FY24-FY33)	\$313.3
Beyond FY33	\$82.0



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



### Expected Performance Outcome

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

### Strategic Drivers



### 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)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$0.7
FY23 Forecast	\$0.5
Planned Investments	(\$M)
FY24	\$3.9
FY25	\$8.4
FY26	\$4.3
FY27	\$0.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$16.7
10-Year Total (FY24-FY33)	\$16.7
Beyond FY33	\$0.0
Total Estimated Investment	\$17.9

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.8
Reimbursable	\$3.0
Debt	\$0.2

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
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

The project demolishes the south parking garage at Huntington Station in Fairfax County allowing Metro to offer approximately 8 acres for a potential joint development.



## Expected Performance Outcome

Improves customer and employee safety by removing deficient structures.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro continues to coordinate with Fairfax County on planned demolition of the south parking garage.

## Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$2.1
FY23 Forecast	\$0.3
Planned Investments	(\$M)
FY24	\$0.4
FY25	\$0.0
FY26	\$5.0
FY27	\$0.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$5.4
10-Year Total (FY24-FY33)	\$30.4
Beyond FY33	\$0.0
<b>Total Estimated Rail Investment</b>	<b>\$32.8</b>

## Anticipated Funding Sources (\$M)

FY24 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	\$0.0

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
Development and Evaluation	✓	✓		✓							
Implementation and Construction								✓			
Operations Activation											





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

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

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

### Description

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



### Expected Performance Outcome

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

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

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

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$1.3
Planned Investments	(\$M)
FY24	\$1.1
FY25	\$7.9
FY26	\$13.5
FY27	\$10.4
FY28	\$0.0
FY29	\$7.0
6-Year Total (FY24-FY29)	\$39.9
10-Year Total (FY24-FY33)	\$230.2
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$1.1
Reimbursable	\$0.0
Debt	\$0.0



## Station Platform Rehabilitation - Phase 4 (CIP0310)

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

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

### Description

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



### Expected Performance Outcome

Upgrades and improves above-ground stations for customer safety and security, accessibility and comfort, as measured by the Rail customer injury rate performance target of ≤20.6 customer injuries per 10 million revenue miles (example based on Metro’s FY23 target). Lifespan of new platforms and other station assets will increase, reducing future maintenance needs and improving the quality of rail service for customers.

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

Complete punchlist and closeout activities.

### Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$154.7
FY23 Forecast	\$172.8
Planned Investments	(\$M)
FY24	\$6.4
FY25	\$13.2
FY26	\$28.1
FY27	\$31.0
FY28	\$5.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$83.7
10-Year Total (FY24-FY33)	\$83.7
Beyond FY33	\$0.0
Total Estimated Investment	\$411.2

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRII/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$6.4

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
Development and Evaluation	✓										
Implementation and Construction	✓										
Operations Activation	✓	✓									



## Bladensburg Bus Garage Replacement (CIP0311)

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

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

### Description

This project demolishes and replaces the existing obsolete bus maintenance and operations facility at Bladensburg to improve use and capacity of limited facility space. The new facility, to be designed to achieve LEED certification, will have an on-site employee parking lot, multiple access points, parking for up to 300 buses and 25 maintenance bays. The facility will be built to support zero-emission electric vehicles.



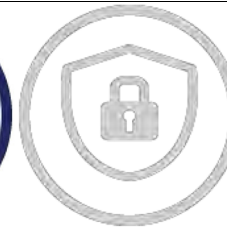
### Expected Performance Outcome

Provides a new LEED-certified bus facility that will reduce associated energy consumption and operating costs, improve bus safety, efficiency, maintenance and operations as measured by the Bus employee injury rate performance target of  $\leq 11.9$  employee injuries per 200,000 hours worked. Maximizes bus fleet availability per the Bus Fleet performance target for FY23 of  $\geq 8,200$  miles between failures (examples based on Metro's FY23 targets).

### 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 FY23)	\$58.5
FY23 Forecast	\$69.5
Planned Investments	(\$M)
FY24	\$74.0
FY25	\$93.7
FY26	\$41.3
FY27	\$57.6
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$266.6
10-Year Total (FY24-FY33)	\$266.6
Beyond FY33	\$0.0
Total Estimated Investment	\$394.6

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$40.3
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$33.7

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
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.



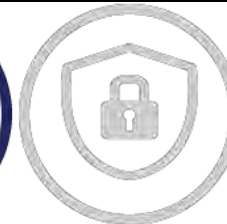
### Expected Performance Outcome

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

Complete the facility assessment to identify required improvements and 10% design.

### Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$0.0
FY23 Forecast	\$2.1
Planned Investments	(\$M)
FY24	\$0.4
FY25	\$0.0
FY26	\$0.0
FY27	\$10.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$10.4
10-Year Total (FY24-FY33)	\$51.1
Beyond FY33	\$0.0
Total Estimated Investment	\$53.2

### Anticipated Funding Sources (\$M)

FY24 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	\$0.4

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
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, and incorporate potential retail or public space. The facility will be built to support the operation of electric buses; 100% of the buses operated from the facility will be zero-emission when it reopens.



### Expected Performance Outcome

Provides a new LEED-certified bus facility that will reduce associated energy consumption and operating costs, improve bus safety, efficiency, maintenance and operations as measured by the Bus employee injury rate performance target of  $\leq 11.9$  employee injuries per 200,000 hours worked. Maximizes bus fleet availability per the Bus Fleet Reliability performance target of  $\geq 8,200$  miles between failures. (Examples based on Metro’s FY23 targets.) Offers potential retail space for revenue generation and/or 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)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$63.0
FY23 Forecast	\$59.7
Planned Investments	(\$M)
FY24	\$126.7
FY25	\$100.0
FY26	\$98.4
FY27	\$66.8
FY28	\$30.0
FY29	\$20.6
6-Year Total (FY24-FY29)	\$442.6
10-Year Total (FY24-FY33)	\$442.6
Beyond FY33	\$0.0
Total Estimated Investment	\$565.3

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$100.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$26.7

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
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.



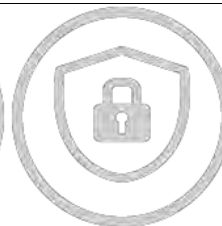
### Expected Performance Outcome

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

### 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)

Investments	(\$M)
FY23 Forecast	\$0.4
Planned Investments	(\$M)
FY24	\$3.1
FY25	\$3.1
FY26	\$3.1
FY27	\$3.1
FY28	\$3.1
FY29	\$3.1
6-Year Total (FY24-FY29)	\$18.6
10-Year Total (FY24-FY33)	\$31.0
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$3.1
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0



## 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 Performance 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 FY23)	\$57.5
FY23 Forecast	\$36.6
Planned Investments	(\$M)
FY24	\$26.2
FY25	\$8.9
FY26	\$2.6
FY27	\$0.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$37.7
10-Year Total (FY24-FY33)	\$37.7
Beyond FY33	\$0.0
Total Estimated Investment	\$131.8

### Anticipated Funding Sources (\$M)

FY24 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	\$26.2

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
Development and Evaluation											
Implementation and Construction	✓	✓	✓	✓							
Operations Activation	✓	✓	✓	✓							



# Enterprise Resource Planning Software Replacement (CIP0331)

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

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

## Description

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



## Expected Performance Outcome

Replaces the existing ERP system before vendor support ends in approximately 2032. Provides the financial management and related systems critical to compliant financial managing and reporting.

## Strategic Drivers



## Near Term Deliverables

Metro will complete business requirement gathering, analysis, and software selection.

## Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$3.1
FY23 Forecast	\$2.0
Planned Investments	(\$M)
FY24	\$3.2
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$5.0
FY29	\$25.0
6-Year Total (FY24-FY29)	\$33.2
10-Year Total (FY24-FY33)	\$221.5
Beyond FY33	\$0.0
Total Estimated Investment	\$226.6

## Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$3.2
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
Development and Evaluation	✓	✓									
Implementation and Construction						✓	✓	✓	✓	✓	✓
Operations Activation						✓	✓	✓	✓	✓	✓





## Fiber Optic Cable Installation (CIP0332)

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

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

### Description

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



### Expected Performance Outcome

Increases bandwidth, speed, and system reliability and enables 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)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$30.4
FY23 Forecast	\$86.3
Planned Investments	(\$M)
FY24	\$87.2
FY25	\$103.5
FY26	\$33.0
FY27	\$0.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$223.7
10-Year Total (FY24-FY33)	\$223.7
Beyond FY33	\$0.0
<b>Total Estimated Investment</b>	<b>\$340.4</b>

### Anticipated Funding Sources (\$M)

FY24 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	\$87.2

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
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, 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.



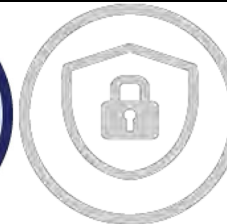
### Expected Performance Outcome

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

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

Metro will begin construction to replace the chiller at Jackson Graham Office Building. Metro will make the final payments related to the construction of the DC headquarters at L'Enfant Plaza.

### Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$235.2
FY23 Forecast	\$13.2
Planned Investments	(\$M)
FY24	\$17.7
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$17.7
10-Year Total (FY24-FY33)	\$17.7
Beyond FY33	\$0.0
Total Estimated Investment	\$266.1

### Anticipated Funding Sources (\$M)

FY24 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	\$17.7

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
Development and Evaluation											
Implementation and Construction	✓	✓									
Operations Activation	✓	✓									



## Office Consolidation - Virginia (CIP0337)

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

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

### Description

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



### Expected Performance Outcome

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

### 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 including the relocation of Operation Control Centers.

### Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$198.7
FY23 Forecast	\$60.2
Planned Investments	(\$M)
FY24	\$12.8
FY25	\$65.6
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$78.4
10-Year Total (FY24-FY33)	\$78.4
Beyond FY33	\$0.0
<b>Total Estimated Investment</b>	<b>\$337.3</b>

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.8
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$12.1

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
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.



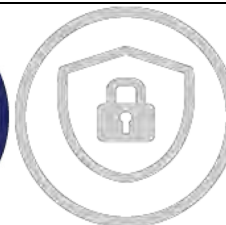
### Expected Performance Outcome

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

### 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)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$184.7
FY23 Forecast	\$26.9
Planned Investments	(\$M)
FY24	\$5.5
FY25	\$11.1
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$16.6
10-Year Total (FY24-FY33)	\$16.6
Beyond FY33	\$0.0
Total Estimated Investment	\$228.2

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$5.5

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
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):**

### Description

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



### Expected Performance Outcome

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

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

Metro will survey emergency egress routes throughout rail stations systemwide.

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$0.5
Planned Investments	(\$M)
FY24	\$0.0
FY25	\$1.0
FY26	\$1.0
FY27	\$2.5
FY28	\$2.5
FY29	\$1.0
6-Year Total (FY24-FY29)	\$8.0
10-Year Total (FY24-FY33)	\$14.0
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 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



## 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.



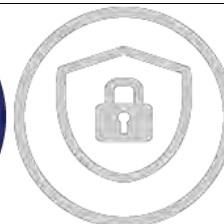
### Expected Performance Outcome

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

### 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 locations: Stadium Armory, Smithsonian, Eastern Market, and Greenbelt stations.

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$11.9
Planned Investments	(\$M)
FY24	\$14.3
FY25	\$12.6
FY26	\$14.2
FY27	\$7.0
FY28	\$18.0
FY29	\$8.8
6-Year Total (FY24-FY29)	\$74.9
10-Year Total (FY24-FY33)	\$221.9
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$14.3



## Information Technology Hardware State of Good Repair (CIP0342)

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

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

### Description

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



### Expected Performance Outcome

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

### 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)

Investments	(\$M)
FY23 Forecast	\$18.2
Planned Investments	(\$M)
FY24	\$11.9
FY25	\$15.8
FY26	\$16.2
FY27	\$16.5
FY28	\$16.9
FY29	\$17.2
6-Year Total (FY24-FY29)	\$94.5
10-Year Total (FY24-FY33)	\$166.0
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$11.9
Reimbursable	\$0.0
Debt	\$0.0



## Accounting Capital Program Support (CIP0347)

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

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

### Description

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



### Expected Performance Outcome

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

### 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)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$2.4
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY23 Forecast	\$1.3
Planned Investments	(\$M)
FY24	\$2.4
FY25	\$2.0
FY26	\$2.0
FY27	\$2.0
FY28	\$2.0
FY29	\$2.0
6-Year Total (FY24-FY29)	\$12.4
10-Year Total (FY24-FY33)	\$20.4
Beyond FY33	\$0.0





## Aerial Structure Rehabilitation A (CIP0348)

**Initiative Type:** Project  
**Category:** Track and Structures Rehabilitation  
**Location:** Systemwide  
**Mode:** Rail  
**Program:** Structures  
**Federal Participation (all years):** No

### Description

This project rehabilitates structural and system components of nine aerial structures, and the station platform canopy at Rockville Station. The aerial structures are located at Branch Avenue (two structures), Cameron Road, Eisenhower Avenue, Naylor Road, South Van Dorn, West Hyattsville, Minnesota Avenue and Grosvenor rail stations.



### Expected Performance Outcome

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

### 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.

### Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$57.4
FY23 Forecast	\$28.8
Planned Investments	(\$M)
FY24	\$9.5
FY25	\$9.3
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$18.8
10-Year Total (FY24-FY33)	\$18.8
Beyond FY33	\$0.0
Total Estimated Investment	\$105.0

### Anticipated Funding Sources (\$M)

FY24 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	\$9.5

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
Development and Evaluation											
Implementation and Construction	✓	✓	✓								
Operations Activation	✓	✓	✓								



## Yellow Line Tunnel and Bridge Rehabilitation (CIP0349)

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

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

### Description

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



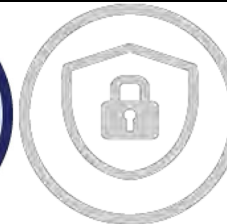
### Expected Performance Outcome

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

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

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

### Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$28.2
FY23 Forecast	\$320.9
Planned Investments	(\$M)
FY24	\$11.6
FY25	\$23.5
FY26	\$0.0
FY27	\$0.0
FY28	\$0.8
FY29	\$2.5
6-Year Total (FY24-FY29)	\$38.3
10-Year Total (FY24-FY33)	\$40.8
Beyond FY33	\$0.0
Total Estimated Investment	\$389.9

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$10.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$1.6

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
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):**

## Description

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



## Expected Performance 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)

FY24 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)
FY23 Forecast	\$1.2
Planned Investments	(\$M)
FY24	\$0.0
FY25	\$5.0
FY26	\$5.0
FY27	\$5.0
FY28	\$5.0
FY29	\$5.0
6-Year Total (FY24-FY29)	\$25.0
10-Year Total (FY24-FY33)	\$45.0
Beyond FY33	\$38.8



## 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.



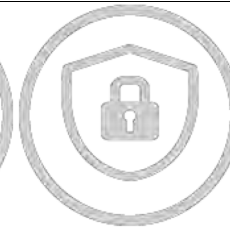
### Expected Performance Outcome

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



Safety



Security



Reliability/SGR

### Near Term Deliverables

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)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$0.3
FY23 Forecast	\$0.2
Planned Investments	(\$M)
FY24	\$0.2
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$0.2
10-Year Total (FY24-FY33)	\$0.2
Beyond FY33	\$0.0
<b>Total Estimated Investment</b>	<b>\$0.7</b>

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.2
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
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. The results of the evaluation will inform, guide, and direct Metro's future bus fleet strategy and plans for supporting equipment and infrastructure. As the Zero Emission Bus landscape continues to evolve, technologies other than electric will be evaluated through this project.



### Expected Performance Outcome

Results of the test and evaluation program 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 12 electric buses, complete charging station equipment installation at Shepherd Parkway Bus Facility, and begin testing of the buses and charging infrastructure.

### Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$2.0
FY23 Forecast	\$12.9
Planned Investments	(\$M)
FY24	\$8.7
FY25	\$3.1
FY26	\$2.5
FY27	\$2.5
FY28	\$5.0
FY29	\$5.0
6-Year Total (FY24-FY29)	\$26.8
10-Year Total (FY24-FY33)	\$26.8
Beyond FY33	\$0.0
Total Estimated Investment	\$41.7

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$8.7

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
Development and Evaluation	✓			✓	✓	✓	✓				
Implementation and Construction	✓	✓	✓								
Operations Activation		✓									

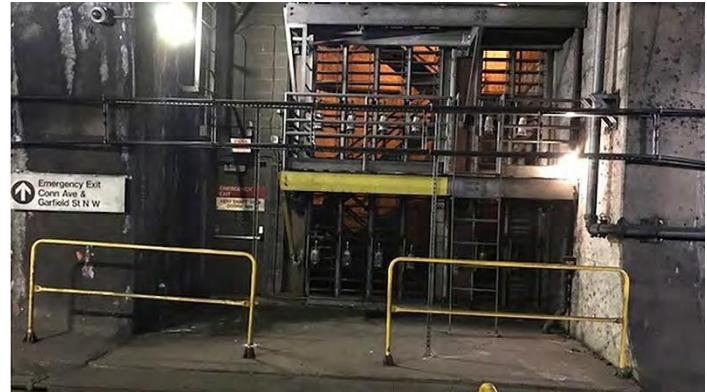


## Tunnel Ventilation Improvements - Red Line Pilot (CIP0356)

**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 Performance 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 future system-wide tunnel ventilation improvements which are unfunded in the six-year CIP.

### Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$24.3
FY23 Forecast	\$20.7
Planned Investments	(\$M)
FY24	\$9.1
FY25	\$3.7
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$12.9
10-Year Total (FY24-FY33)	\$12.9
Beyond FY33	\$0.0
<b>Total Estimated Investment</b>	<b>\$57.9</b>

### Anticipated Funding Sources (\$M)

FY24 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	\$9.1

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
Development and Evaluation			✓								
Implementation and Construction	✓	✓	✓								
Operations Activation		✓	✓								



## Cybersecurity Legacy Software Improvements (CIP0357)

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

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

### Description

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



### Expected Performance Outcome

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

### Strategic Drivers



### Near Term Deliverables

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

### Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$5.9
FY23 Forecast	\$3.5
Planned Investments	(\$M)
FY24	\$3.5
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$3.5
10-Year Total (FY24-FY33)	\$3.5
Beyond FY33	\$0.0
<b>Total Estimated Investment</b>	<b>\$12.9</b>

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$3.5
Reimbursable	\$0.0
Debt	\$0.0

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
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 Performance 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)

Investments	(\$M)
FY23 Forecast	\$14.2
Planned Investments	(\$M)
FY24	\$14.2
FY25	\$15.4
FY26	\$15.9
FY27	\$16.3
FY28	\$16.8
FY29	\$17.3
6-Year Total (FY24-FY29)	\$96.0
10-Year Total (FY24-FY33)	\$170.7
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$14.2
Reimbursable	\$0.0
Debt	\$0.0





## Enterprise Technology Platforms State of Good Repair (CIP0359)

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

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

### Description

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



### Expected Performance Outcome

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)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$4.5
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY23 Forecast	\$4.5
<b>Planned Investments</b>	<b>(\$M)</b>
FY24	\$4.5
FY25	\$4.5
FY26	\$4.7
FY27	\$4.8
FY28	\$5.0
FY29	\$5.1
6-Year Total (FY24-FY29)	\$28.7
10-Year Total (FY24-FY33)	\$50.7
Beyond FY33	\$0.0



## Transit Systems State of Good Repair (CIP0360)

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

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

### Description

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



### Expected Performance Outcome

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



Safety



Security



Reliability/SGR

### Near Term Deliverables

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

### Cost (\$M)

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$10.3
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY23 Forecast	\$10.3
<b>Planned Investments</b>	<b>(\$M)</b>
FY24	\$10.3
FY25	\$10.3
FY26	\$10.3
FY27	\$10.3
FY28	\$10.3
FY29	\$15.2
6-Year Total (FY24-FY29)	\$66.7
10-Year Total (FY24-FY33)	\$131.4
Beyond FY33	\$0.0



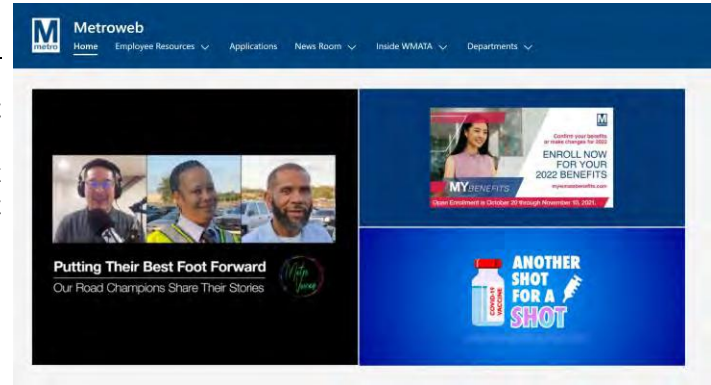
## Service Oriented Architecture (SOA) Program (CIP0361)

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

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

### Description

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



### Expected Performance Outcome

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



### Near Term Deliverables

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

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$0.3
Planned Investments	(\$M)
FY24	\$1.2
FY25	\$1.1
FY26	\$1.1
FY27	\$1.2
FY28	\$1.2
FY29	\$1.2
6-Year Total (FY24-FY29)	\$7.1
10-Year Total (FY24-FY33)	\$12.5
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 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



## Independent Verification & Validation program (CIP0362)

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

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

### Description

Independent Verification and Validation (IV&V) is Verification and Validation activities performed by an agency that is not under the control of the organization that is developing the software. It also performs dynamic verification by different testing methods such as integration, functional, and system testing. This program will support verification and validation activities for the overall technology development projects and operation and maintenance programs.



### Expected Performance Outcome

The IV&V program will reduce discrepancies in the product quality and specifications. The program will also ensure that developers are adhering to Metro regulations and standards.

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

Execute procurement for a vendor to complete an assessment of Metro's information technology landscape to identify what is needed to establish an IV&V program.

### Cost (\$M)

### Anticipated Funding Sources (\$M)

FY24 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)
FY23 Forecast	\$0.2
Planned Investments	(\$M)
FY24	\$0.2
FY25	\$0.1
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$0.3
10-Year Total (FY24-FY33)	\$0.3
Beyond FY33	\$0.0



## 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 Performance 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)

Investments	(\$M)
FY23 Forecast	\$0.4
Planned Investments	(\$M)
FY24	\$1.5
FY25	\$1.5
FY26	\$1.5
FY27	\$1.5
FY28	\$1.5
FY29	\$1.5
6-Year Total (FY24-FY29)	\$9.0
10-Year Total (FY24-FY33)	\$15.0
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$1.5
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0



## Aerial Structure Rehabilitation B (CIP0370)

**Initiative Type:** Project

**Category:** Track and Structures Rehabilitation

**Location:** Systemwide

**Mode:** Rail

**Program:** Structures

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

### Description

This project rehabilitates structural and system components of 20 structures: 1) Park Rd., 2) Frederick Ave., 3) Orange Line 495 Aerial, 4) Greenbelt Station Outer Loop Ramp Bridge 5) Greenbelt Inner Loop Aerial, 6) Route 7 Bridge, 7) Route 7 Ramp Bridge, 8) E-Line CSX Bridge, 9) Greenbelt Station Beltway Crossing Bridge, 10) Berwyn Rd., 11) Dunn Loring Pedestrian Bridge, 12) Vienna Station-North, 13) Vienna Station-South Pedestrian Bridge, 14) West Falls Church Station Pedestrian Bridge, 15) Aspen St. Bridge, 16) Georgia Ave. Bridge, 17) Piney Branch Rd. Bridge, 18) Riggs Rd. Bridge, 19) Van Buren St. Bridge, 20) Westmoreland St. Bridge



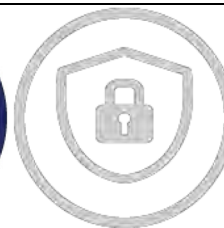
### Expected Performance Outcome

Address findings on 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 issue the contract to design and repair approximately 20 bridges.

### Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$0.3
FY23 Forecast	\$9.0
Planned Investments	(\$M)
FY24	\$34.4
FY25	\$29.8
FY26	\$20.9
FY27	\$0.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$85.1
10-Year Total (FY24-FY33)	\$85.1
Beyond FY33	\$0.0
Total Estimated Investment	\$94.4

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$24.9
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$9.5

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
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 Performance Outcome

Increase ridership and improve station access and the customer experience.

### Strategic Drivers



### Near Term Deliverables

Begin development and evaluation activities including design.

### Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$0.0
FY23 Forecast	\$0.0
Planned Investments	(\$M)
FY24	\$0.5
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$0.5
10-Year Total (FY24-FY33)	\$15.1
Beyond FY33	\$0.0
Total Estimated Investment	\$15.1

### Anticipated Funding Sources (\$M)

FY24 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

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
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 replaces station systems including fire, life and safety systems 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 Performance 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

Initiate development and evaluation activities including assessments and alternative analyses.

### Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$0.0
FY23 Forecast	\$0.7
Planned Investments	(\$M)
FY24	\$0.0
FY25	\$3.0
FY26	\$5.4
FY27	\$9.3
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$17.6
10-Year Total (FY24-FY33)	\$503.6
Beyond FY33	\$59.5
Total Estimated Investment	\$563.8

### Anticipated Funding Sources (\$M)

FY24 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	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
Development and Evaluation			✓								
Implementation and Construction				✓	✓			✓	✓	✓	✓
Operations Activation				✓	✓			✓	✓	✓	✓





## Equipment to Support New Radio System (CIP0373)

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

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

### Description

This project upgrades the operation control consoles located at the Carmen Turner Facility to be compatible with the current radio system (490MHz) and the future radio system (700MHz). The radio antennae will be moved from the Jackson Graham Building to a new location before decommissioning the old headquarters building.



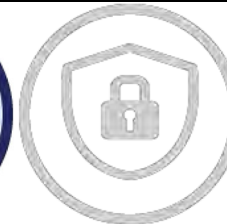
### Expected Performance Outcome

Improve flexibility and continuity of operations as Metro transitions from the 490MHz radio system to the 700MHz radio system.

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

Metro will relocate the Jackson Graham Building radio antennae farm to the DC Headquarters at L'Enfant Plaza and upgrade the Carmen Turner Facility Operations Control Center consoles.

### Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$4.9
FY23 Forecast	\$46.2
Planned Investments	(\$M)
FY24	\$0.5
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$0.5
10-Year Total (FY24-FY33)	\$0.5
Beyond FY33	\$0.0
<b>Total Estimated Investment</b>	<b>\$51.6</b>

### Anticipated Funding Sources (\$M)

FY24 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	\$0.5

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
Development and Evaluation											
Implementation and Construction	✓										
Operations Activation	✓	✓									



# Infrastructure Improvements Solar Power Installation (CIP0374)

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

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

## Description

To support the installation of solar panels at Metro parking garages and surface lots, this project completes state of good repair activities and installation of lights and cameras.



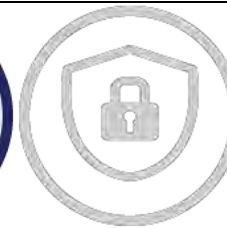
## Expected Performance Outcome

Mitigate potential risks to customers as open parking in garages and surface lots are covered with solar panels.

## Strategic Drivers



Safety



Security



Reliability/SGR

## Near Term Deliverables

Metro will complete the required ancillary improvements at Cheverly, Anacostia, Southern, and Naylor Road parking garages and/or surface lots to support solar installations.

## Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$2.2
FY23 Forecast	\$9.9
Planned Investments	(\$M)
FY24	\$1.0
FY25	\$4.4
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$5.4
10-Year Total (FY24-FY33)	\$5.4
Beyond FY33	\$0.0
<b>Total Estimated Investment</b>	<b>\$17.5</b>

## Anticipated Funding Sources (\$M)

FY24 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	\$1.0

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
Development and Evaluation											
Implementation and Construction	✓	✓									
Operations Activation		✓									



## Shaft Structural Rehabilitation - 7 Shafts (CIP0375)

**Initiative Type:** Project  
**Category:** Track and Structures Rehabilitation  
**Location:** Systemwide  
**Mode:** Systemwide  
**Program:** Structures  
**Federal Participation (all years):** No

### Description

This project rehabilitates seven shafts to address damage to the structure from water infiltration, including repairs to grouting, concrete, ladders, stairs, electrical equipment, bollards, and drainage systems.



### Expected Performance Outcome

Addresses the state of good repair deficiencies to bring these assets into good working order, mitigating the risk of failure and injury to employees and customers.

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

Begin the remediation of seven shafts; six on the Red Line and one on the Green Line.

### Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$0.0
FY23 Forecast	\$1.0
Planned Investments	(\$M)
FY24	\$1.4
FY25	\$38.9
FY26	\$29.1
FY27	\$6.3
FY28	\$0.9
FY29	\$0.0
6-Year Total (FY24-FY29)	\$76.6
10-Year Total (FY24-FY33)	\$76.6
Beyond FY33	\$0.0
Total Estimated Investment	\$77.6

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRII/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.8
Reimbursable	\$0.0
Debt	\$0.6

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
Development and Evaluation		✓									
Implementation and Construction			✓	✓	✓						
Operations Activation			✓	✓	✓	✓					



## Western Bus Garage Replacement (CIP0376)

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

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

### Description

This project replaces the obsolete Western Bus Garage maintenance and operations facility to improve use and capacity of limited facility space. The new facility, designed to achieve LEED certification, will support full implementation of 100% electric vehicles, multiple access points, bus parking, and maintenance bays.



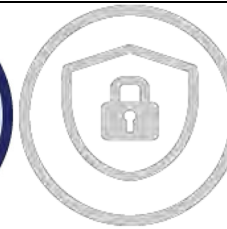
### Expected Performance Outcome

Provides a new LEED-certified bus facility that will improve bus safety as measured by the Safety performance target of  $\leq 3.6$  employee injuries per 200,000 hours worked, and efficiency, maintenance and operations as measured by the Bus Fleet Reliability performance target of  $\geq 8,200$  miles between failure (examples based on Metro's FY23 targets).

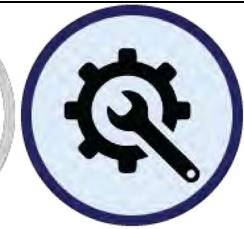
### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

Metro will continue the planning, preliminary design and National Environmental Policy Act (NEPA) review process for Western Bus Garage replacement.

### Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$0.0
FY23 Forecast	\$55.0
Planned Investments	(\$M)
FY24	\$0.0
FY25	\$1.3
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
FY29	\$40.0
6-Year Total (FY24-FY29)	\$41.3
10-Year Total (FY24-FY33)	\$465.2
Beyond FY33	\$0.0
Total Estimated Investment	\$520.2

### Anticipated Funding Sources (\$M)

FY24 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	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
Development and Evaluation	✓	✓	✓				✓				
Implementation and Construction	✓						✓	✓	✓	✓	✓
Operations Activation											✓



## Metro Strategic Transformation Plan (CIP0378)

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

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

### Description

This project creates a new strategic plan for Metro. The strategic plan will be developed by the Board, jurisdictional partners, customers, and staff to move the organization forward.



### Expected Performance Outcome

Creates a new strategic plan to align the organization to deliver services in accordance with customer and jurisdictional needs.

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

Metro will continue work to update the Metro's Strategic Plan.

### Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$0.0
FY23 Forecast	\$1.7
Planned Investments	(\$M)
FY24	\$0.0
FY25	\$1.8
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$1.8
10-Year Total (FY24-FY33)	\$1.8
Beyond FY33	\$0.0
Total Estimated Investment	\$3.5

### Anticipated Funding Sources (\$M)

FY24 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	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
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 Performance 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

Metro will update the Rail Fleet Plan.

### Anticipated Funding Sources (\$M)

FY24 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)
FY23 Forecast	\$0.0
Planned Investments	(\$M)
FY24	\$0.5
FY25	\$0.5
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$1.0
10-Year Total (FY24-FY33)	\$1.0
Beyond FY33	\$0.0



## D&E Rail Yard Improvements (CIP8005)

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

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

### Description

This program provides surveys, studies, engineering, and designs to support rail yard improvements.



### Expected Performance 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.

### Cost (\$M)

### Anticipated Funding Sources (\$M)

FY24 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)
FY23 Forecast	\$0.4
Planned Investments	(\$M)
FY24	\$0.5
FY25	\$0.0
FY26	\$0.0
FY27	\$1.0
FY28	\$11.3
FY29	\$3.9
6-Year Total (FY24-FY29)	\$16.6
10-Year Total (FY24-FY33)	\$24.1
Beyond FY33	\$0.0



## D&E Electrical Improvements (CIP8007)

**Initiative Type:** Program

**Category:** Rail Systems

**Location:** Systemwide

**Mode:** Rail

**Program:** Power

**Federal Participation (all years):** No

### Description

This program provides surveys, studies, engineering, and designs to support train propulsion needs that may lead to future capital initiatives.



### Expected Performance 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 also continue work to advance the braking energy assessment and the third rail heat tape evaluation.

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$0.1
Planned Investments	(\$M)
FY24	\$0.2
FY25	\$0.3
FY26	\$0.5
FY27	\$0.1
FY28	\$0.2
FY29	\$0.0
6-Year Total (FY24-FY29)	\$1.2
10-Year Total (FY24-FY33)	\$1.2
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 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





## Future Traction Power Projects (CIP8008)

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

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

### 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 Performance 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 FY2024.

### Cost (\$M)

### Anticipated Funding Sources (\$M)

FY24 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)
FY23 Forecast	\$0.0
Planned Investments	(\$M)
FY24	\$0.0
FY25	\$0.0
FY26	\$1.0
FY27	\$7.0
FY28	\$11.0
FY29	\$18.7
6-Year Total (FY24-FY29)	\$37.7
10-Year Total (FY24-FY33)	\$202.9
Beyond FY33	\$60.0



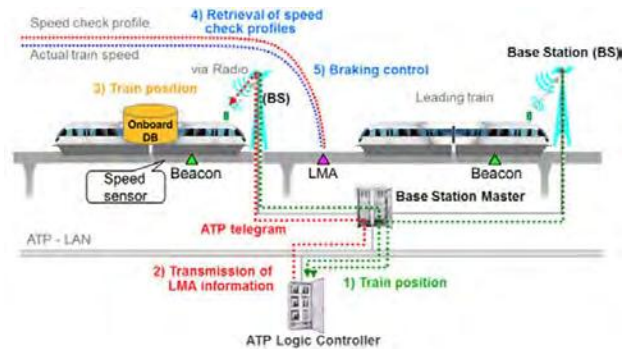
## Future Signals and Communications Improvements (CIP8010)

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

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

### 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 Performance Outcome

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

### Strategic Drivers



### Near Term Deliverables

No planned deliverables in FY2024.

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$0.0
Planned Investments	(\$M)
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$8.2
FY28	\$10.0
FY29	\$10.0
6-Year Total (FY24-FY29)	\$28.2
10-Year Total (FY24-FY33)	\$238.2
Beyond FY33	\$4,761.8

### Anticipated Funding Sources (\$M)

FY24 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 Fixed Rail Improvements (CIP8011)

**Initiative Type:** Program

**Category:** Track and Structures Rehabilitation

**Location:** Systemwide

**Mode:** Rail

**Program:** Fixed Rail

**Federal Participation (all years):** No

### Description

This program supports the development and evaluation of new initiatives associated with railway improvements.



### Expected Performance Outcome

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

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

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

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$1.1
Planned Investments	(\$M)
FY24	\$0.0
FY25	\$0.9
FY26	\$2.0
FY27	\$0.0
FY28	\$0.5
FY29	\$0.0
6-Year Total (FY24-FY29)	\$3.4
10-Year Total (FY24-FY33)	\$13.4
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 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 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 Performance 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, complete design for extending a key pocket track outside of the Stadium Armory Metrorail station.

### Cost (\$M)

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$2.7
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY23 Forecast	\$2.5
Planned Investments	(\$M)
FY24	\$2.7
FY25	\$3.1
FY26	\$2.0
FY27	\$3.0
FY28	\$4.5
FY29	\$2.0
6-Year Total (FY24-FY29)	\$17.3
10-Year Total (FY24-FY33)	\$64.2
Beyond FY33	\$0.0



## Future Track and Structures Improvements (CIP8014)

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

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

### 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 Performance 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 FY2024.

### Cost (\$M)

### Anticipated Funding Sources (\$M)

FY24 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)
FY23 Forecast	\$0.0
Planned Investments	(\$M)
FY24	\$0.0
FY25	\$0.0
FY26	\$5.0
FY27	\$5.0
FY28	\$10.0
FY29	\$12.0
6-Year Total (FY24-FY29)	\$32.0
10-Year Total (FY24-FY33)	\$102.6
Beyond FY33	\$290.1



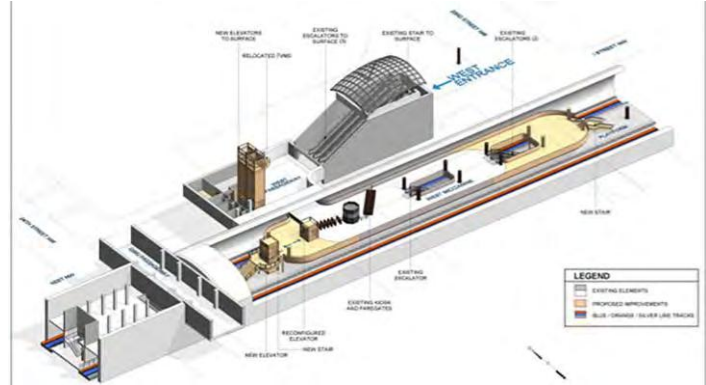
## D&E Rail Station Improvements (CIP8015)

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

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

### Description

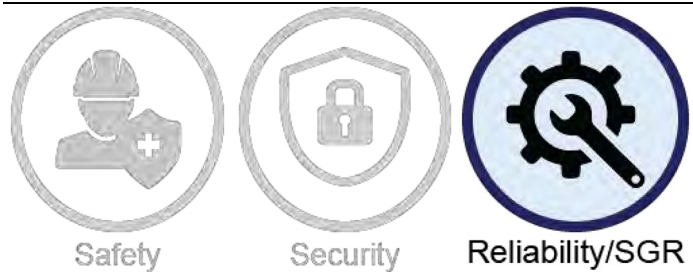
This program provides surveys, studies, engineering, and designs to support platform and structure improvement efforts that may lead to future capital initiatives.



### Expected Performance Outcome

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

### Strategic Drivers



### Near Term Deliverables

Metro will also complete capital improvements required for the solar site leases throughout the region, and conceptual design for station restroom and breakdown improvements.

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$2.1
Reimbursable	\$0.0
Debt	\$0.0

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$0.3
Planned Investments	(\$M)
FY24	\$2.1
FY25	\$4.4
FY26	\$3.5
FY27	\$7.1
FY28	\$7.7
FY29	\$7.4
6-Year Total (FY24-FY29)	\$32.2
10-Year Total (FY24-FY33)	\$32.2
Beyond FY33	\$0.0



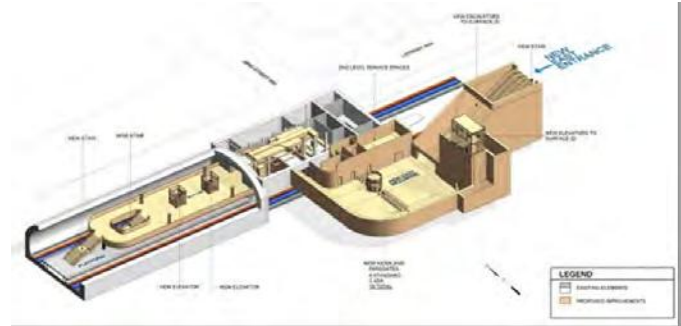
## Future Platforms & Structures (CIP8016)

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

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

### Description

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



Foggy Bottom In-progress Model of Station Enhancements

### Expected Performance 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 FY2024.

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$0.0
Planned Investments	(\$M)
FY24	\$0.0
FY25	\$0.0
FY26	\$0.1
FY27	\$2.0
FY28	\$8.5
FY29	\$8.7
6-Year Total (FY24-FY29)	\$19.4
10-Year Total (FY24-FY33)	\$137.2
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 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 Passenger Facility Improvements (CIP8019)

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

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

### Description

This program identifies improvements needed for Metro's passenger facilities. Supports the development of designs and evaluates potential solutions.



### Expected Performance 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)

Investments	(\$M)
FY23 Forecast	\$0.6
Planned Investments	(\$M)
FY24	\$0.0
FY25	\$0.0
FY26	\$6.5
FY27	\$3.0
FY28	\$11.5
FY29	\$26.8
6-Year Total (FY24-FY29)	\$47.8
10-Year Total (FY24-FY33)	\$137.9
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 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 Bus & Paratransit Improvements (CIP8021)

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

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

### Description

This program provides surveys, studies, engineering, and designs related to new bus and paratransit efforts that may lead to future capital initiatives.



### Expected Performance 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)

Investments	(\$M)
FY23 Forecast	\$0.0
Planned Investments	(\$M)
FY24	\$0.0
FY25	\$1.0
FY26	\$0.0
FY27	\$0.5
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$1.5
10-Year Total (FY24-FY33)	\$3.0
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 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



## 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):**

### 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 Performance 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

Continued development and evaluation of necessary bus garage facility improvements to support electric vehicle operations.

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$0.0
Planned Investments	(\$M)
FY24	\$0.0
FY25	\$10.0
FY26	\$25.2
FY27	\$55.0
FY28	\$105.0
FY29	\$135.1
6-Year Total (FY24-FY29)	\$330.3
10-Year Total (FY24-FY33)	\$776.5
Beyond FY33	\$452.1

### Anticipated Funding Sources (\$M)

FY24 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 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 Performance 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 assess improvements to the Blair Road facility.

### Cost (\$M)

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.1
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY23 Forecast	\$0.8
Planned Investments	(\$M)
FY24	\$0.1
FY25	\$0.0
FY26	\$0.0
FY27	\$0.4
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$0.5
10-Year Total (FY24-FY33)	\$0.5
Beyond FY33	\$0.0



## Future Bus Maintenance Facilities (CIP8026)

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

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

### 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 Performance 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 FY2024.

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$0.0
Planned Investments	(\$M)
FY24	\$0.0
FY25	\$0.0
FY26	\$1.0
FY27	\$2.0
FY28	\$0.1
FY29	\$0.0
6-Year Total (FY24-FY29)	\$3.1
10-Year Total (FY24-FY33)	\$22.4
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 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 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):**

### Description

This program provides surveys, studies, engineering, and designs related to bus passenger facilities that may lead to future capital projects or programs.



### Expected Performance 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 FY2024.

### Cost (\$M)

### Anticipated Funding Sources (\$M)

FY24 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)
FY23 Forecast	\$0.0
Planned Investments	(\$M)
FY24	\$0.0
FY25	\$0.0
FY26	\$0.1
FY27	\$5.5
FY28	\$6.5
FY29	\$10.0
6-Year Total (FY24-FY29)	\$22.1
10-Year Total (FY24-FY33)	\$62.5
Beyond FY33	\$0.0



## Future Bus Pass Facil Systems (CIP8028)

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

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

### Description

This program provides surveys, studies, engineering, and designs related to new bus passenger facilities that may lead to future capital initiatives.



### Expected Performance 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 FY2024.

### Cost (\$M)

### Anticipated Funding Sources (\$M)

FY24 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)
FY23 Forecast	\$0.0
Planned Investments	(\$M)
FY24	\$0.0
FY25	\$0.0
FY26	\$0.0
FY27	\$0.0
FY28	\$0.1
FY29	\$0.0
6-Year Total (FY24-FY29)	\$0.1
10-Year Total (FY24-FY33)	\$0.1
Beyond FY33	\$0.0



## D&E Information Technology Improvements (CIP8029)

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

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

### Description

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



### Expected Performance Outcome

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

### 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 and an Internet of Things Pilot.

### Cost (\$M)

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$6.3
Dedicated Funding	\$5.4
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY23 Forecast	\$8.2
Planned Investments	(\$M)
FY24	\$11.6
FY25	\$9.0
FY26	\$6.5
FY27	\$3.5
FY28	\$1.0
FY29	\$1.3
6-Year Total (FY24-FY29)	\$33.0
10-Year Total (FY24-FY33)	\$47.3
Beyond FY33	\$0.0



## Future Information Technology Projects (CIP8030)

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

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

### Description

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



### Expected Performance Outcome

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

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

Metro will complete necessary upgrades to the Public Participation Management software.

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$0.7
Planned Investments	(\$M)
FY24	\$1.0
FY25	\$4.0
FY26	\$4.1
FY27	\$8.0
FY28	\$10.2
FY29	\$6.6
6-Year Total (FY24-FY29)	\$34.0
10-Year Total (FY24-FY33)	\$77.2
Beyond FY33	\$20.0

### Anticipated Funding Sources (\$M)

FY24 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





## 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 Performance Outcome

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

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

Metro will perform a business case analysis including alternatives to provide a consolidated training facility for first responders within the overall initiative of a comprehensive WMATA-wide training facility.

### Cost (\$M)

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRII/RSI Grants	\$0.0
System Performance	\$0.3
Dedicated Funding	\$0.0
Reimbursable	\$0.0
Debt	\$0.0

Investments	(\$M)
FY23 Forecast	\$0.0
Planned Investments	(\$M)
FY24	\$0.3
FY25	\$1.4
FY26	\$1.0
FY27	\$1.0
FY28	\$2.5
FY29	\$2.8
6-Year Total (FY24-FY29)	\$8.9
10-Year Total (FY24-FY33)	\$15.9
Beyond FY33	\$0.0



## D&E Support Equipment Improvements (CIP8033)

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

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

### Description

This program evaluates the purchase of equipment, services, and support systems.



### Expected Performance 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 FY2024.

### Cost (\$M)

### Anticipated Funding Sources (\$M)

FY24 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)
FY23 Forecast	\$0.0
Planned Investments	(\$M)
FY24	\$0.0
FY25	\$0.0
FY26	\$0.4
FY27	\$0.0
FY28	\$0.8
FY29	\$0.0
6-Year Total (FY24-FY29)	\$1.2
10-Year Total (FY24-FY33)	\$1.2
Beyond FY33	\$0.0



## Future Support Equipment Projects (CIP8034)

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

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

### Description

This program 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 Performance 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)

Investments	(\$M)
FY23 Forecast	\$0.4
Planned Investments	(\$M)
FY24	\$0.5
FY25	\$0.5
FY26	\$0.5
FY27	\$0.5
FY28	\$8.3
FY29	\$10.5
6-Year Total (FY24-FY29)	\$20.8
10-Year Total (FY24-FY33)	\$184.7
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 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



## Planning Support for the District of Columbia (CRB0005)

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

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

### Description

This program facilitates planning and design of potential future transit projects and transit oriented development efforts which create pedestrian-oriented, mixed-use communities centered around Metro stations. This also includes other projects that are of priority interest to Metro and the District of Columbia.



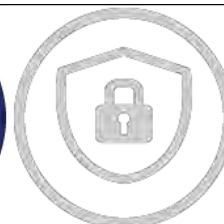
### Expected Performance Outcome

Facilitates improvements in station circulation, station access, regional transportation planning, and joint development activities that are of mutual interest to Metro and the District of Columbia.

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

Planning for transit-oriented development in the District of Columbia. Metro will also coordinate planning requirements for other station passenger circulation improvements, joint developments, rail improvements, and bus facilities as requested by the District of Columbia.

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$1.3
Planned Investments	(\$M)
FY24	\$1.0
FY25	\$1.0
FY26	\$1.0
FY27	\$1.0
FY28	\$1.0
FY29	\$1.0
6-Year Total (FY24-FY29)	\$6.0
10-Year Total (FY24-FY33)	\$10.0
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$1.0
Debt	\$0.0



## Planning Support for Maryland Jurisdictions (CRB0009)

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

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

### Description

This program facilitates planning and design of potential future transit projects and transit oriented development efforts which create pedestrian-oriented, mixed-use communities centered around Metro stations. This also includes other projects that are of priority interest to Metro and Maryland jurisdictions.



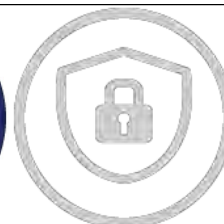
### Expected Performance Outcome

Facilitates improvements in station circulation, station access, regional transportation planning, and joint development activities that are of mutual interest to Metro and the Maryland jurisdictions.

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

Planning for transit-oriented development in Maryland. Metro will also coordinate planning requirements for other station passenger circulation improvements, joint developments, rail improvements, and bus facilities as requested by localities in Maryland.

### Cost (\$M)

Investments	(\$M)
FY23 Forecast	\$1.0
Planned Investments	(\$M)
FY24	\$0.9
FY25	\$1.0
FY26	\$1.0
FY27	\$1.0
FY28	\$1.0
FY29	\$1.0
6-Year Total (FY24-FY29)	\$5.9
10-Year Total (FY24-FY33)	\$9.9
Beyond FY33	\$0.0

### Anticipated Funding Sources (\$M)

FY24 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



## 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 Performance 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. Contract close out and punch-list items will continue after station opening.

### Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$266.2
FY23 Forecast	\$54.3
Planned Investments	(\$M)
FY24	\$12.6
FY25	\$6.9
FY26	\$0.0
FY27	\$0.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$19.5
10-Year Total (FY24-FY33)	\$19.5
Beyond FY33	\$0.0
<b>Total Estimated Rail Investment</b>	<b>\$340.0</b>

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$12.6
Debt	\$0.0

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
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 Commonwealth of Virginia jurisdictions.



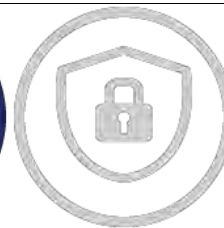
### Expected Performance Outcome

Facilitates improvements in station circulation, station access, regional transportation planning, and joint development activities that are of mutual interest to Metro and the Commonwealth of Virginia jurisdictions.

### Strategic Drivers



Safety



Security



Reliability/SGR

### Near Term Deliverables

Planning for transit-oriented development in Virginia. Metro will also coordinate planning requirements for other station passenger circulation improvements, joint developments, rail improvements, and bus facilities as requested by localities in Virginia.

### Cost (\$M)

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$1.0
Debt	\$0.0

Investments	(\$M)
FY23 Forecast	\$1.3
Planned Investments	(\$M)
FY24	\$1.0
FY25	\$1.0
FY26	\$1.0
FY27	\$1.0
FY28	\$1.0
FY29	\$1.0
6-Year Total (FY24-FY29)	\$6.0
10-Year Total (FY24-FY33)	\$10.0
Beyond FY33	\$0.0



## Silver Line Phase 1 Railcars (CRB0019\_19)

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

### Description

This project acquires 64 new 7000-series railcars for Phase 1 construction of the Silver Line; the railcars are funded by the Metropolitan Washington Airports Authority (MWA).



### Expected Performance Outcome

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

### Strategic Drivers



### Near Term Deliverables

Metro will achieve final acceptance of tools and test equipment, as-built drawings, user education program, operation and maintenance manuals, and spare parts catalogs.

### Cost (\$M)

Investments	(\$M)
Expenditure Life to Date (up to FY23)	\$0.0
FY23 Forecast	\$9.0
Planned Investments	(\$M)
FY24	\$4.4
FY25	\$0.0
FY26	\$0.0
FY27	\$16.7
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$21.1
10-Year Total (FY24-FY33)	\$21.1
Beyond FY33	\$0.0
Total Estimated Investment	\$30.1

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$4.4
Debt	\$0.0

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
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

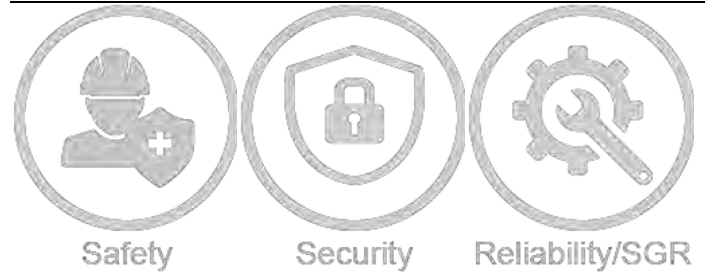
This project acquires 64 new 7000-series railcars for Phase 2 construction of the Silver Line; the railcars are funded by the Metropolitan Washington Airports Authority (MWA).



### Expected Performance Outcome

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

### Strategic Drivers



### 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 FY23)	\$0.0
FY23 Forecast	\$1.4
Planned Investments	(\$M)
FY24	\$3.6
FY25	\$0.0
FY26	\$0.0
FY27	\$15.3
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$18.9
10-Year Total (FY24-FY33)	\$18.9
Beyond FY33	\$0.0
Total Estimated Investment	\$20.3

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$3.6
Debt	\$0.0

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
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 Performance Outcome

Supports future multi-modal connections that will increase transit access in the region. Increases customers' flexibility and convenience.

### Strategic Drivers



### 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 FY23)	\$19.2
FY23 Forecast	\$4.1
Planned Investments	(\$M)
FY24	\$9.7
FY25	\$27.5
FY26	\$17.5
FY27	\$0.0
FY28	\$0.0
FY29	\$0.0
6-Year Total (FY24-FY29)	\$54.7
10-Year Total (FY24-FY33)	\$54.7
Beyond FY33	\$0.0
Total Estimated Investment	\$78.0

### Anticipated Funding Sources (\$M)

FY24 Funding Source(s)	(\$M)
Federal Grants	\$0.0
PRIIA/RSI Grants	\$0.0
System Performance	\$0.0
Dedicated Funding	\$0.0
Reimbursable	\$9.7
Debt	\$0.0

Fiscal Year	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
Development and Evaluation	✓	✓	✓	✓							
Implementation and Construction	✓	✓	✓	✓							
Operations Activation				✓							



# CAPITAL INVESTMENT PERFORMANCE OUTCOME MEASURES

## Introduction

The Washington Metropolitan Area Transit Authority (Metro) is committed to the financial stewardship of federal, state, and local capital investments. Building on the refined Capital Improvement Program (CIP), Metro is implementing a capital investment performance outcome measures program to increase visibility into these investments.

By measuring performance outcomes, Metro will effectively invest resources and identify and assess the benefits and impacts of specific capital investments for customers, employees, and other stakeholders.

Metro currently tracks performance as it relates to scope, schedule, and total project cost. Now Metro is expanding to assess the investment-specific outcomes and impacts of individual investments. Following this, Metro will evaluate the portfolio to explore system-wide impacts.

As Metro's Capital Program matures, the capital investment performance outcome measures program will assess the impact on improving service to Metro's customers and the impact on the region in terms of benefits to economic growth, social impacts and resiliency as depicted in Figure 1 below.

## Performance Outcome Measures Methodology and Approach

The next two sections represent Metro's initial efforts in establishing a multi-year, phased approach to assess past, current, and future capital investments. Performance outcome measures include both quantitative and qualitative impacts.

Section I (starting on page 164) examines expected performance outcome measures for 18 approved and underway Major Capital investments (defined as total project cost of more than \$300 million or federal investments of more than \$100 million).

Section II (starting on page 183) details performance outcomes for six completed investments based on the most recently completed fiscal year



Figure 1: Metro's capital investment performance outcomes methodology and approach.



**Performance Outcome Measures for Metro Investments**

Figure 2: General Overview of expected performance outcomes for several approved completed and underway projects.

- Major investments in dark blue and further detailed in Section II. ● Completed investments in orange and further detailed in Section II.

**CAPITAL INVESTMENTS IN THE CAPITAL PLAN  
Major & Completed**

Capital Plan Category & Investment Name	Safety	Security	Reliability/SGR	Customer Experience	Employee Experience	Community/Equity	Energy Efficiency	Operational Capacity/Efficiency	Financial Stewardship
<b>Railcars &amp; Railcar Facilities</b>									
Railcar Acquisition and Testing - 8000 Series Base (Option 1), Railcar Repair and Maintenance Facility	✓		✓	✓			✓	✓	
<b>Rail Systems</b>									
Automatic Train Control Room Renewal, Fiber Optic Cable Installation, Radio Infrastructure Replacement and Band Relocation, Traction Power State of Good Repair (Contract 1)	✓		✓	✓			✓	✓	
<b>Bus, Bus Facilities &amp; Paratransit Program (completed)</b>									
Bus Garage Replacements – Bladensburg & Northern, <b>Bus Acquisition Program (completed)</b>	✓		✓	✓			✓	✓	✓
<b>Stations &amp; Passenger Facilities</b>									
Elevator & Escalator Rehabilitation, Escalator Replacement (completed & ongoing), Stations Platform Rehabilitation Program – Phase 4, <b>Stations Platform Rehabilitation Program – Phases 1 2 &amp; 3 (completed)</b>	✓		✓	✓			✓	✓	✓
<b>Track &amp; Structures Rehabilitation</b>									
Aerial Structure Rehabilitation A, Tunnel Water Leak Mitigation (Pilot 2), Yellow Line Tunnel and Bridge Rehabilitation	✓		✓	✓			✓	✓	✓
<b>Operations &amp; Business Support</b>									
Office Consolidations– DC, Maryland & Virginia, <b>MetroTime - Timecard Integration and Analysis (completed)</b>	✓		✓	✓			✓	✓	✓

✓ Potential outcomes for some or all investments in each Capital Plan category

**Note:** Major Capital investments in dark blue are in the early stages and are not yet implemented; outcomes reflect Metro's expectations and planned outcome measures. Additionally changes in transit patterns due to emergencies such as COVID and changes in performance metrics over the years may impact outcomes. Additionally, capital investments can be part of a single CIP investment or include only a portion of the parent CIP's funding. For projects with multiple investments, outcome measures evaluate only for the funded scope.



## SECTION I: EXPECTED PERFORMANCE OUTCOME MEASURES FOR MAJOR INVESTMENTS

### *Major Capital Investment Expected Outcomes*

This section details the expected performance outcome measures for Major Capital Investments that are approved and underway; these investments are included in Figure 2 and highlighted in dark blue.

Expected performance outcomes are conceptually based on Metro’s FY23 targets. After completion, Metro will evaluate data from the fiscal year prior to completion compared to the current fiscal year outcomes and targets.

CIPs may consist of a single investment. Where a CIP includes multiple investments, the focus of the outcome measures is to evaluate only a specific portion of the total investment.

In this section, Metro provides performance outcomes for the following 18 major capital investments:

Investment #	Investment Name
CIP0059	Railcar Acquisition and Testing – 8000 Series Base, Option 1 and 2000/3000 Series Removal and Disposal
CIP0072	Elevator Rehabilitation Program
CIP0073	Escalator Rehabilitation Program
CIP0136	Radio Infrastructure Replacement
CIP0185	Escalator Replacement
CIP0225	Railcar Repair and Maintenance Facility
CIP0251	Automatic Train Control State of Good Repair
CIP0253	Traction Power State of Good Repair - Contract 1
CIP0262	Tunnel Water Leak Mitigation
CIP0310	Stations Platform Rehabilitation Program – Phase 4
CIP0311	Bladensburg Bus Garage
CIP0315	Northern Bus Garage
CIP0332	Fiber Optic Cable Installation
CIP0335	Office Consolidation - District of Columbia
CIP0337	Office Consolidation - Virginia
CIP0338	Office Consolidation - Maryland
CIP0348	Aerial Structure Rehabilitation A
CIP0349	Yellow Line Tunnel and Bridge Rehabilitation



# Railcar Acquisition and Testing – 8000 Series Base, Option 1 and 2000/3000 Series Removal and Disposal





Initiative Type: Project  
Major Capital Investment



## Railcar & Railcar Facilities CIP0059

**CIP Description:** The project acquires up to 800 new 8000-series railcars. The initial delivery of 360 vehicles will replace the 2000 and 3000-series railcars.

**Outcome Measures Focus:** The initial acquisition and testing of 360 vehicles (256 new 8000 Series Railcars in the Base plus 104 under Option 1) is the focus of this evaluation.

Measure	Outcome
 <p><i>Reduce customer injuries</i></p>	<ul style="list-style-type: none"> <li>• Add safety measures to new railcars, including:               <ul style="list-style-type: none"> <li>○ Platform view camera system for train operators</li> <li>○ Additional emergency signage</li> <li>○ Additional passenger grab-handles</li> <li>○ Upgraded video and audio surveillance</li> </ul> </li> <li>• Customer injury rate is expected to meet or exceed the performance target of <math>\leq 20.6</math> injuries per 10 million revenue miles (example based on Metro’s FY23 target)</li> </ul>
 <p><i>Improve mean distance between failure (MDBF)</i></p>	<ul style="list-style-type: none"> <li>• Improve system reliability and resiliency</li> <li>• Meet or exceed Rail Fleet Reliability performance target of <math>\geq 56,500</math> miles between failure for 8000 Series Railcars once fully implemented (example based on Metro’s FY23 target)</li> </ul>
 <p><i>Improve customer experience</i></p>	<ul style="list-style-type: none"> <li>• Improve railcar reliability</li> <li>• Increase customer satisfaction with wireless communication capability, more display screens for passenger information and more power outlets for passengers</li> </ul>
 <p><i>Reduce energy use</i></p>	<ul style="list-style-type: none"> <li>• Include performance incentives for railcar weight reduction and systems that promote energy reduction</li> <li>• Enforce penalties for overweight railcars that are less energy efficient with contractor</li> </ul>



# Elevator Rehabilitation Program

Initiative Type: Program  
Major Capital Investment

## Stations & Passenger Facilities CIP0072



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

Measure	Outcome
---------	---------



*Increase security*

- Lighting on rehabilitated elevators is expected to enhance security by improving lighting in areas surrounding elevators



*Maintain (or increase) elevator availability*

- Preserve elevator availability as measured by the Elevator Availability performance target of  $\geq 97.5\%$  elevators in a state of good repair (example based on Metro's FY23 target)



*Improve customer experience and promote equity*



- Maintains accessibility and ADA compliance



*Reduce energy use*

- LED lights increase efficiency, on average, by 55% across all Metro lighting projects



# Escalator Rehabilitation Program

Initiative Type: Program  
Major Capital Investment

## Stations & Passenger Facilities CIP0073



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

Measure	Outcome
---------	---------



*Reduce customer injuries*

- Customer injury rate is expected to meet or exceed the performance target of  $\leq 20.6$  injuries per 10 million revenue miles (example based on Metro's FY23 target)



*Increase security*

- Lighting on rehabilitated escalators is expected to enhance security by improving lighting in areas surrounding escalators



*Maintain (or increase) escalator availability*

- Preserve escalator availability as measured by the Escalator Availability performance target of  $\geq 92.9\%$  escalators in a state of good repair (example based on Metro's FY23 target)



*Reduce energy use*

- Modernized escalator units are as much as 30% more energy efficient than the old units
- LED lights increase efficiency, on average, by 55% across all Metro lighting projects





# Radio Infrastructure Replacement

*Initiative Type: Project  
Major Capital Investment*



## Rail Systems CIP0136

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

### Measure Outcome



*Improve  
communications*



- Provide reliable public service communications for emergency personnel and first responders
- Improve cellular communications to provide voice calls and text notifications for emergency alerts to/from the Metro Transit Police Department and surrounding jurisdictional agencies



*Increase cell service*

- Improve the customer riding experience so Metrorail is a more attractive commuting option
- Provide below ground cellular coverage throughout the underground portions of Metrorail



*Increase efficiency  
and improve  
employee  
experience*



- Improve operations for employee communications with the Railcar Operations Control Center and management
- Improve employee response time to maintenance calls



# Escalator Replacement

*Initiative Type: Program  
Major Capital Investment*



## Stations & Passenger Facilities CIP0185

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

Measure	Outcome
---------	---------



*Reduce customer injuries*

- Customer injury rate is expected to meet or exceed the performance target of  $\leq 20.6$  injuries per 10 million revenue miles (example based on Metro's FY23 target)



*Increase security*

- Lighting on new escalators is expected to enhance security by improving lighting in areas surrounding escalators



*Maintain (or increase) escalator availability*

- Preserve availability as measured by the Escalator Availability performance target of  $\geq 92.9\%$  of escalators in a state of good repair (example based on Metro's FY23 target)



*Reduce energy use*

- Modernized escalator units are as much as 30% more energy efficient than the old units
- LED lights increase efficiency, on average, by 55% across all Metro lighting projects







# Railcar Repair and Maintenance Facility

Initiative Type: Project  
Major Capital Investment

## Railcar & Railcar Facilities CIP0225



**Description:** This project constructs a new railcar repair and maintenance facility in Landover, MD. This will centralize most of Metro’s railcar scheduled maintenance program (SMP) functions into a dedicated facility. Currently, railcar rehabilitation, repairs, and maintenance functions are split between Brentwood and Greenbelt Rail Yards along with ongoing service and inspection (S&I) work.

Measure	Outcome
 <p><i>Reduce employee injuries</i></p>	<ul style="list-style-type: none"> <li>• Install state-of-the-art safety systems</li> <li>• Reduce employee injuries – meet or exceed the performance target of ≤3.6 injuries per 200,000 hours worked (example based on Metro’s FY23 target)</li> </ul>
 <p><i>Improve mean distance between failure (MDBF)</i></p>	<ul style="list-style-type: none"> <li>• Meet or exceed the Rail Fleet Reliability performance target of ≥14,000 miles between failure for the legacy fleet (example based on Metro’s FY23 target)</li> <li>• Meet or exceed the Rail Fleet Reliability performance target of ≥56,500 miles between failure for the 7000 and 8000 series railcars once fully implemented (example based on Metro’s FY23 target)</li> </ul>
 <p><i>Reduce energy use and reduce carbon footprint</i></p>	<ul style="list-style-type: none"> <li>• LEED-certified building</li> <li>• Planned solar panel array with a projected hosting capacity of 1,000kW estimated to: <ul style="list-style-type: none"> <li>○ Produce 1,200,000kWh of electricity per year</li> <li>○ Reduce the carbon footprint by 850 metric tons of CO2 annually</li> </ul> </li> </ul>
 <p><i>Increase capacity</i></p>	<ul style="list-style-type: none"> <li>• Increase throughput for scheduled repair and maintenance with the addition of 40 new bays</li> <li>• Provide flexibility to dedicate capacity for ongoing service and inspections at existing locations</li> </ul>



# Automatic Train Control State of Good Repair

*Initiative Type: Program  
Major Capital Investment*



## Rail Systems CIP0251

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

**Outcome Measures Focus:** Performance outcome measures address track circuit cable replacement, track cable testing, high current bond replacement, and switch machine replacement.

Measure	Outcome
---------	---------



*Reduce customer injuries*

- Customer injury rate is expected to meet or exceed the performance target of  $\leq 20.6$  injuries per 10 million revenue miles in reducing injuries (example based on Metro's FY23 target)



*Reduce amount of track under unplanned performance restrictions*

- Reduce the amount of time each asset is offline
- Increase railcar availability for revenue service
- Minimize disruptions to rail service as measured by the Rail Infrastructure Availability performance target of  $\leq 1.0\%$  of track under unplanned performance restrictions (example based on Metro's FY23 target)



*Improve quality of ride and on-time performance (OTP)*

- Improve Metro customers' quality of ride with increased track stability
- Enable Metro to meet or exceed the on-time performance target of  $\geq 92\%$  for customer trips (example based on Metro's FY23 target)



*Reduce energy use*

- Replace aging infrastructure and wayside equipment with modern equipment to reduce Metro's energy use



# Traction Power State of Good Repair – Contract 1

*Initiative Type: Program  
Major Capital Investment*



## Rail Systems CIP0253

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

**Outcome Measures Focus:** Contract 1 rehabilitates 12 traction power substations and 9 tie breaker stations between Bethesda and Shady Grove on the Red Line.

Measure	Outcome
---------	---------



*Reduce employee injuries*

- Employee injury rate is expected to meet or exceed the performance target of  $\leq 3.6$  injuries per 200,000 hours worked (example based on Metro’s FY23 target)



*Reduce amount of track under unplanned performance restrictions*



- Improve system reliability
- Reduce obsolete or failing traction power equipment that leads to speed restrictions and potential safety incidents
- Minimize disruptions to rail service as measured by the Rail Infrastructure Availability performance target of  $\leq 1.0\%$  of track under unplanned performance restrictions (example based on Metro’s FY23 target)



*Increase on-time performance (OTP)*

- Improve reliability
- Enable Metro to meet or exceed the on-time performance target of  $\geq 92\%$  for customer trips (example based on Metro’s FY23 target)



# Tunnel Water Leak Mitigation





*Initiative Type: Program  
Major Capital Investment*

**Track & Structures  
Rehabilitation  
CIP0262**



**CIP Description:** This program mitigates water infiltration into the Metrorail tunnel and vent shaft system.

**Outcome Measures Focus:** Water leak mitigation efforts on two Red Line tunnel segments between Friendship Heights to Tenleytown and Silver Spring to Forest Glen stations (Pilot 2).

Measure	Outcome
 <p><i>Reduce fire and smoke events</i></p>	<ul style="list-style-type: none"> <li>• Insulator Fires (INSF) and Arcing Insulator (ARCI) incidents are most commonly associated with water intrusion</li> <li>• Reduce fire and smoke events to meet or exceed the performance target of ≤47 incidents annually (example based on Metro’s FY23 target)</li> </ul>
 <p><i>Reduce water intrusion</i></p>	<ul style="list-style-type: none"> <li>• Mitigate negative impacts on assets and equipment</li> <li>• Reduce uncontrolled ground water infiltration entering Metro’s system through deficiencies in the tunnels and shafts concrete liner walls and joints</li> </ul>
 <p><i>Reduce corrective maintenance work orders</i></p>	<ul style="list-style-type: none"> <li>• Improve system reliability</li> <li>• Decrease repair and replacement corrective maintenance work orders</li> </ul>
 <p><i>Reduce delays</i></p>	<ul style="list-style-type: none"> <li>• Reduce revenue service disruptions and delays caused by water intrusion incidents</li> </ul>









## Stations Platform Rehabilitation Program – Phase 4

*Initiative Type: Project  
Major Capital Investment*

### Stations & Passenger Facilities CIP0310



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

Measure	Outcome
 <p><i>Reduce customer injuries</i></p>	<ul style="list-style-type: none"> <li>In FY22, there were five injuries reported at these five stations representing 0.91 injuries per 10 million revenue miles (based on 54.8 million annual revenue miles)</li> </ul>
 <p><i>Increase security</i></p>	<ul style="list-style-type: none"> <li>Incorporate new camera systems to help increase security and deter crime (and in cases where crime occurs, provide information to help capture offenders)</li> </ul>
 <p><i>Increase asset lifespan</i></p>	<ul style="list-style-type: none"> <li>Reduce asset failures and maintenance requirements</li> <li>Improve rail service</li> </ul>
 <p><i>Improve customer experience and promote equity</i></p> 	<ul style="list-style-type: none"> <li>Increase accessibility</li> <li>Enhanced customer comfort and experience with slip-resistant tile, upgraded above-ground passenger shelters, new passenger information displays/signage, and an improved public address system</li> </ul>
 <p><i>Reduce energy use</i></p>	<ul style="list-style-type: none"> <li>LED lights increase lighting efficiency and reduced energy use, on average, by 55% across all Metro lighting projects</li> </ul>










# Bladensburg Bus Garage Replacement

Initiative Type: Project  
Major Capital Investment



## Bus, Bus Facilities & Paratransit CIP0311

**Description:** This project demolished and replaces the existing obsolete bus maintenance and operations facility at Bladensburg to improve use and capacity of limited facility space. The new facility, to be designed to achieve LEED certification, will have an on-site employee parking lot, multiple access points, parking for up to 300 buses and 25 maintenance bays. The facility will be built to support zero-emission electric vehicles.

Measure	Outcome
  <i>Reduce employee injuries and improve employee experience</i>	<ul style="list-style-type: none"> <li>Meet or exceed the bus maintenance employee injury performance target of <math>\leq 3.0</math> injuries per 200,000 hours worked (example based on Metro’s FY23 target)</li> <li>Improve employee experience and workplace quality</li> </ul>
 <i>Improve mean distance between failure (MDBF)</i>	<ul style="list-style-type: none"> <li>Reduce risk of failure</li> <li>Maximize size of the available bus fleet in a state of good repair as identified by the Bus Fleet Reliability performance target of <math>\geq 8,200</math> miles between failures (example based on Metro’s FY23 target)</li> </ul>
 <i>Increase on-time performance (OTP)</i>	<ul style="list-style-type: none"> <li>Meet or exceed the Bus on-time performance target of <math>\geq 78\%</math> (example based on Metro’s FY23 target)</li> </ul>
  <i>Reduce energy use and reduce carbon footprint</i>	<ul style="list-style-type: none"> <li>Prepare garage for an all-electric bus fleet</li> <li>Deliver LEED-certified building</li> <li>Reduce noise and pollution for surrounding neighborhood</li> <li>Install state-of-the-art energy efficient HVAC system</li> <li>Utilize energy management system (EMS) tracking usage</li> <li>Planned solar panel array with a projected hosting capacity of 1,940kW, estimated to:               <ul style="list-style-type: none"> <li>Produce 2,368,000kWh of electricity per year</li> <li>Reduce carbon footprint by 1,650 metric tons of CO<sub>2</sub> annually</li> </ul> </li> </ul>
 <i>Reduce costs</i>	<ul style="list-style-type: none"> <li>Reduce lease costs by approximately \$3.2M/year by eliminating current leased space necessary to store buses offsite (based on Metro’s FY22 lease costs)</li> </ul>











## Northern Bus Garage Replacement

Initiative Type: Project  
Major Capital Investment

### Bus, Bus Facilities & Paratransit CIP0315



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

Measure	Outcome
  <i>Reduce employee injuries and improve employee experience</i>	<ul style="list-style-type: none"> <li>• Meet or exceed the bus maintenance employee injury performance target of <math>\leq 3.0</math> injuries per 200,000 hours worked (example based on Metro’s FY23 target)</li> <li>• Improve employee experience and workplace quality</li> </ul>
 <i>Improve mean distance between failure (MDBF)</i>	<ul style="list-style-type: none"> <li>• Reduce risk of failure</li> <li>• Maximize size of the available bus fleet in a state of good repair as identified by the Bus Fleet Reliability performance target of <math>\geq 8,200</math> miles between failures (example based on Metro’s FY23 target)</li> </ul>
 <i>Increase on-time performance (OTP)</i>	<ul style="list-style-type: none"> <li>• Meet or exceed the Bus on-time performance target of <math>\geq 78\%</math> (example based on Metro’s FY23 target)</li> </ul>
 <i>Increase community engagement and promote equity</i>	<ul style="list-style-type: none"> <li>• Create community building and engagement opportunities through retail and community space for a historically disadvantaged neighborhood</li> </ul>
 <i>Reduce energy use and reduce carbon footprint</i>	<ul style="list-style-type: none"> <li>• Prepare garage for an all-electric bus fleet</li> <li>• Deliver LEED-certified building</li> <li>• Reduce noise and pollution for surrounding neighborhood</li> <li>• Install state-of-the-art energy efficient HVAC system</li> <li>• Utilize energy management system (EMS) tracking usage</li> <li>• Planned solar panel array with a projected hosting capacity of 583kW, estimated to:               <ul style="list-style-type: none"> <li>○ Produce of 720,000kWh of electricity per year</li> <li>○ Carbon footprint reduction of 500 metric tons of CO<sub>2</sub> annually</li> </ul> </li> </ul>

## Fiber Optic Cable Installation

*Initiative Type: Project  
Major Capital Investment*

### Rail Systems CIP0332



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

#### Measure

#### Outcome



*Improve system operations*

- Upgrade communication infrastructure to modern equipment that requires fiber optic connectivity



*Improve employee experience*

- Create faster, more reliable and efficient communications systems for Metro employees



*Increase remote monitoring capability*

- Increase the share of the Metro system with remote monitoring capability, increasing maintenance efficiency










## Office Consolidation – District of Columbia

*Initiative Type: Project  
Major Capital Investment*

### Business & Operations Support CIP0335



**Description:** As part of Metro's regional office consolidation, 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.

Measure	Outcome
 <p><i>Increase life-safety systems</i></p>	<ul style="list-style-type: none"> <li>• Improve employee safety with new fire/life safety systems</li> </ul>
  <p><i>Improve building state of good repair</i></p>	<ul style="list-style-type: none"> <li>• Improve workplace quality and employee experience</li> <li>• Reduce building failures with new systems, including HVAC</li> </ul>
 <p><i>Increase economic stimulus</i></p>	<ul style="list-style-type: none"> <li>• Generate economic stimulus in surrounding communities by expanding activities and providing commercial space</li> </ul>
  <p><i>Reduce energy use and reduce costs</i></p>	<ul style="list-style-type: none"> <li>• LEED certified building</li> <li>• Install energy efficiency measures optimization, including a state-of-the-art energy efficient HVAC system</li> <li>• As designed, the building is expected to reduce energy use by 44.4% and costs by 33.4%, compared to a typical office building of similar size that is built to ASHRAE 90.1-2010 without any energy efficiency measures</li> <li>• Utilize Metro's enterprise energy monitoring software (EEMS) to track usage</li> </ul>
 <p><i>Identify potential cost savings</i></p>	<ul style="list-style-type: none"> <li>• Achieve estimated cost savings of \$130M over the next 20 years due to a reduction in the number of leased facilities contingent on market impacts and other management decisions</li> </ul>









# Office Consolidation – Virginia

*Initiative Type: Project  
Major Capital Investment*

## Business & Operations Support CIP0337



**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.

Measure	Outcome
 <p><i>Increase life-safety systems</i></p>	<ul style="list-style-type: none"> <li>• Improve employee safety with new fire/life safety systems</li> </ul>
  <p><i>Improve building state of good repair</i></p>	<ul style="list-style-type: none"> <li>• Improve workplace quality and employee experience</li> <li>• Reduce building failures with new systems, including HVAC</li> </ul>
 <p><i>Increase economic stimulus</i></p>	<ul style="list-style-type: none"> <li>• Generate economic stimulus in surrounding communities</li> </ul>
 <p><i>Reduce energy use</i></p>	<ul style="list-style-type: none"> <li>• LEED certified building</li> <li>• Install state-of-the-art energy efficient HVAC system</li> <li>• Utilize Metro's enterprise energy monitoring software (EEMS) to track usage</li> <li>• Reduce energy consumption and Metro's carbon footprint</li> </ul>
 <p><i>Identify potential cost savings</i></p>	<ul style="list-style-type: none"> <li>• Achieve estimated cost savings of \$130M over the next 20 years due to a reduction in the number of leased facilities contingent on market impacts and other management decisions</li> </ul>



# Office Consolidation – Maryland


*Initiative Type: Project  
Major Capital Investment*

## **Business & Operations Support CIP0338**





**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.


### Measure Outcome

 *Increase life-safety systems*


- Improve employee safety with new fire/life safety systems

  
 *Improve building state of good repair*


- Improve workplace quality and employee experience
- Reduce building failures with new systems, including HVAC

 *Increase economic stimulus*

- Generate economic stimulus in surrounding communities

 *Reduce energy use*

- LEED certified building
- Install state-of-the-art energy efficient HVAC system
- Utilize Metro's enterprise energy monitoring software (EEMS) to track usage
- Reduce energy consumption and Metro's carbon footprint

 *Identify potential cost savings*

- Achieve estimated cost savings of \$130M over the next 20 years due to a reduction in the number of leased facilities contingent on market impacts and other management decisions



## Aerial Structure Rehabilitation A

*Initiative Type: Project  
Major Capital Investment*

### Track & Structures Rehabilitation CIP0348



**Description:** This project rehabilitates structural and system components nine aerial structures, and the station platform canopy at Rockville Station. The aerial structures are located at Branch Avenue (two structures), Cameron Road, Eisenhower Avenue, Naylor Road, South Van Dorn, West Hyattsville, Minnesota Avenue and Grosvenor rail stations.

Measure	Outcome
---------	---------



*Increase asset  
lifespan and  
improve customer  
and employee  
safety*



- Reduce structural failure
- Deter emergency shutdowns of rail service impacting customers and employees due to structural deficiencies



*Reduce amount of  
track under  
unplanned  
performance  
restrictions*



- Reduce amount of time each asset is offline
- Minimize disruptions to rail service as measured by the Rail Infrastructure Availability performance target of  $\leq 3.0\%$  of track under unplanned performance restrictions (example based on Metro's FY23 target)



*Improve on-time  
performance  
(OTP)*

- Improve system reliability
- Enable Metro to meet or exceed the on-time performance target of  $\geq 92\%$  for customer trips (example based on Metro's FY23 target)



## Yellow Line Tunnel and Bridge Rehabilitation





*Initiative Type: Project  
Major Capital Investment*

### Track & Structures Rehabilitation CIP0349



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

**Outcome Measures Focus:** These outcome measures are related only to the tunnel liner rehabilitation of the L-Line between L'Enfant Plaza and Pentagon Stations.

Measure	Outcome
 <p><i>Improve customer and employee safety</i></p>	<ul style="list-style-type: none"> <li>• Deter asset failure and extend useful life</li> <li>• Maintain the safety of Metro's customers and employees traveling on the Yellow Line</li> </ul>
 <p><i>Increase asset lifespan</i></p>	<ul style="list-style-type: none"> <li>• Improve the state of good repair of vital track assets</li> <li>• Address structural degradation of the tunnel liner between L'Enfant Plaza and Pentagon stations</li> </ul>
 <p><i>Reduce amount of track under unplanned performance restrictions</i></p>	<ul style="list-style-type: none"> <li>• Reduce amount of time each asset is offline</li> <li>• Minimize disruptions to rail service as measured by the Rail Infrastructure Availability performance target of <math>\leq 1.0\%</math> of track under unplanned performance restrictions (example based on Metro's FY23 target)</li> </ul>
 <p><i>Reduce corrective maintenance work orders</i></p>	<ul style="list-style-type: none"> <li>• Maintain revenue service on Metro's Yellow Line</li> <li>• Reduce corrective maintenance work orders on the L-Line tunnel</li> </ul>



## SECTION II: CAPITAL INVESTMENT PERFORMANCE OUTCOMES – COMPLETED INVESTMENTS

### *Completed Capital Investment Performance Outcomes*

In this section, Metro provides performance outcomes for the following six completed investments:

<b>Investment #</b>	<b>Investment Name</b>
<b>CIP0006</b>	Bus Acquisition Program
<b>CIP0185</b>	Escalator Replacement Program
<b>CIP0306</b>	Stations Platform Rehabilitation Program – Phase 1
<b>CIP0307</b>	Stations Platform Rehabilitation Program – Phase 2
<b>CIP0308</b>	Stations Platform Rehabilitation Program – Phase 3
<b>CIP0343</b>	MetroTime Timecard Integration and Analysis

Metro assessed the performance outcomes of these capital investments using the fiscal year prior to implementation as the baseline and the most recent completed fiscal year for comparison (e.g., FY19 vs. FY22).





## Bus Fleet Acquisition Program

Initiative Type: Program  
Completed Capital Investment

### Bus, Bus Facilities & Paratransit CIP0006



**Outcome Measures Focus:** The Performance Outcome Measures below evaluate all buses acquired from FY19-FY22. This program acquires and replaces standard and articulated buses consistent with the Metrobus Fleet Management Plan. Between FY19 and FY22, WMATA acquired 442 total buses, including 150 Compressed Natural Gas (CNG) 40-foot buses, 250 Clean Diesel 40-foot buses, and 42 Clean Diesel 60-foot buses. Additionally, the Bus Acquisition Program includes bus maintenance and operations training, spare parts and equipment, and support services.

#### Measure Outcome



*Improve mean distance between failure (MDBF)*

- Improved overall MDBF for Metro's bus fleet
- Exceeded performance target MDBF for buses ( $\geq 7,000$  miles between failure) with 8,600 miles between failure
- Maximized the availability of buses systemwide



*Increase capacity*

- Allowed Metro to successfully meet the bus fleet's target average age at  $\leq 7.5$  years, increasing capacity of the available fleet



*Reduce carbon footprint*

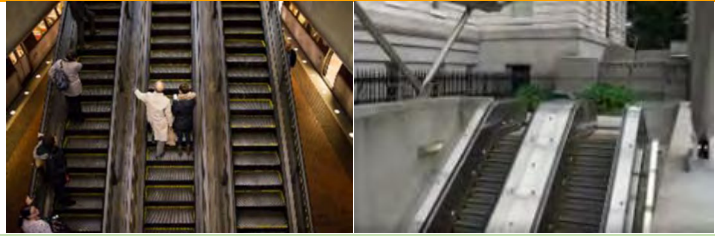
- Using CNG as a transitional strategy to full electric bus implementation, provided significant regional air quality benefits:
  - CNG buses emit 83 tons of greenhouse gases annually
  - Clean Diesel buses emit 124 tons of greenhouse gases annually
  - Increasing the number of CNG buses reduced Metro's carbon footprint in the region by 6,150 tons due to CNG bus acquisition alone



# Escalator Replacement

*Initiative Type: Program  
Completed Capital Investment*

## Stations and Passenger Facilities CIP0185



**Outcome Measures Focus:** From FY19-FY22, this program replaced 47 existing escalators in 20 stations throughout the Metrorail system with new American Public Transportation Association (APTA)-approved standard escalators.

Measure	Outcome
---------	---------



*Reduce customer injuries*

- There were 12 customer escalator injuries at these 20 stations one year prior to each escalator replacement. In FY22, there were 14 customer escalator injuries at these stations. This exceeded Metro's FY23 performance target of  $\leq 20.6$  injuries per 10 million revenue miles



*Maintain (or increase) escalator availability*

- Average availability of these 47 escalators one year prior to replacement was 94.31%, and the average availability in FY22 was 98%, exceeding Metro's FY23 performance target of 92.9% escalator availability



*Reduce costs*

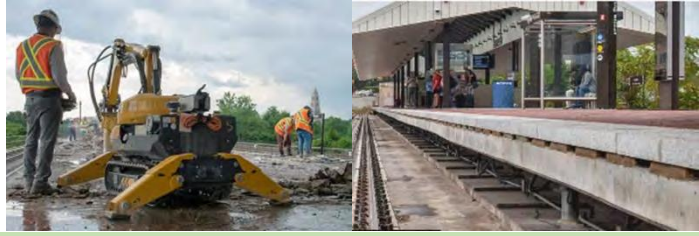
- The average cost to maintain each escalator one year before replacement was \$26,895.37, and the average cost to maintain each escalator one year after replacement was \$2,156.55.
- The average cost to maintain each escalator decreased by \$24,738.82 in the first year after replacement








## Stations Platform Rehabilitation Program – Phase 1

Initiative Type: Project  
Completed Capital Investment

### Stations & Passenger Facilities CIP0306



**Outcome Measures Focus:** Completed platform rehabilitation and repairs to platforms and station systems at six Metrorail Blue and Yellow Line stations in September 2019: Braddock Road, Van Dorn Street, Franconia-Springfield, King Street-Old Town, Eisenhower Avenue, and Huntington Stations to address potentially unsafe and deteriorating conditions.

Measure	Outcome
 <i>Reduce customer injuries</i>	<ul style="list-style-type: none"> <li>Prior to the improvements in FY18, there were nine injuries at these six stations representing 1.06 injuries per 10 million revenue miles (based on 84.6 million annual revenue miles)</li> <li>In FY22, there were six injuries reported at these six stations representing 1.09 injuries per 10 million revenue miles (based on 54.8 million annual revenue miles)</li> </ul>
 <i>Increase security</i>	<ul style="list-style-type: none"> <li>Incorporated new camera systems to help increase security and deter crime (and in cases where crime occurs, provide information to help capture offenders)</li> </ul>
 <i>Increase asset lifespan</i>	<ul style="list-style-type: none"> <li>Reduced asset failures, improving rail service</li> </ul>
 <i>Improve customer experience</i>	<ul style="list-style-type: none"> <li>Enhanced customer comfort and experience with slip-resistant tile, upgraded above-ground passenger shelters, new passenger information displays/signage, and an improved public address system</li> </ul>
 <i>Reduce energy use</i>	<ul style="list-style-type: none"> <li>LED lights increased lighting efficiency and reduced energy use</li> </ul>








## Stations Platform Rehabilitation Program – Phase 2

*Initiative Type: Project  
Completed Capital Investment*

### Stations & Passenger Facilities CIP0307



**Description:** Completed platform rehabilitation and repairs to platforms and station systems in at four Virginia Metrorail systems in September 2020 along the Orange and Blue/Yellow Lines at East Falls Church, West Falls Church, Dunn Loring, and Vienna Stations to address potentially unsafe and deteriorating conditions.

Measure	Outcome
 <i>Reduce customer injuries</i>	<ul style="list-style-type: none"> <li>Prior to the improvements in FY19, there were five injuries at these four stations representing 0.57 injuries per 10 million revenue miles (based on 87.7 million annual revenue miles)</li> <li>In FY22, there were five injuries reported at these four stations representing 0.91 injuries per 10 million revenue miles (based on 54.8 million annual revenue miles)</li> </ul>
 <i>Increase security</i>	<ul style="list-style-type: none"> <li>Incorporated new camera systems to help increase security and deter crime (and in cases where crime occurs, provide information to help capture offenders)</li> </ul>
 <i>Increase asset lifespan</i>	<ul style="list-style-type: none"> <li>Reduced asset failures, improving rail service</li> </ul>
 <i>Improve customer experience</i>	<ul style="list-style-type: none"> <li>Enhanced customer comfort and experience with slip-resistant tile, upgraded above-ground passenger shelters, new passenger information displays/signage, and an improved public address system</li> </ul>
 <i>Reduce energy use</i>	<ul style="list-style-type: none"> <li>LED lights increased lighting efficiency and reduced energy use</li> </ul>








## Stations Platform Rehabilitation Program – Phase 3

Initiative Type: Project  
Completed Capital Investment

### Stations & Passenger Facilities CIP0308



**Description:** Completed platform rehabilitation and repairs to platforms and station systems at the following six stations along the Green and Blue Lines in Maryland and Virginia to address potentially unsafe and deteriorating conditions: Arlington Cemetery, Addison Road, West Hyattsville, Prince George's Plaza, College Park, and Greenbelt. Customer experience improvements included slip-resistant tile, improved lighting, upgraded passenger shelters, new passenger information displays, and improved the public address system.

Measure	Outcome
 <i>Reduce customer injuries</i>	<ul style="list-style-type: none"> <li>In FY20, there were 11 injuries at these six stations representing 1.25 injuries per 10 million revenue miles (based on 87.7 million annual revenue miles)</li> <li>In FY22, there were five injuries reported at these six stations representing 0.91 injuries per 10 million revenue miles (based on 54.8 million annual revenue miles)</li> </ul>
 <i>Increase security</i>	<ul style="list-style-type: none"> <li>Incorporated new camera systems to help increase security and deter crime (and in cases where crime occurs, provide information to help capture offenders)</li> </ul>
 <i>Increase asset lifespan</i>	<ul style="list-style-type: none"> <li>Reduced asset failures and maintenance requirements, improving rail service</li> </ul>
 <i>Improve customer experience</i>	<ul style="list-style-type: none"> <li>Enhanced customer comfort and experience with slip-resistant tile, upgraded above-ground passenger shelters, new passenger information displays/signage, and an improved public address system</li> </ul>
 <i>Reduce energy use</i>	<ul style="list-style-type: none"> <li>LED lights increased lighting efficiency and reduced energy use, on average, by 55% across all Metro lighting projects</li> </ul>



# MetroTime Timecard Integration and Analysis

*Initiative Type: Project  
Completed Capital Investment*



## Business & Operations Support CIP0343

**Description:** New Employee-based automated time and attendance system. The system includes time management, data collection, labor tracking and enhanced interface.

Measure	Outcome
---------	---------



*Increase security*

- Provided data security for critical information software applications



*Increase efficiency  
and Improve  
Employee  
Experience*

- Made timekeeping easier for employees
- Conformed to Federal Transit Authority requirements for timekeeping
- Increased productivity by introducing remote electronic time entry, absence management, and union job picking process



*Improve financial  
stewardship*

- Corrected the labor spend tracking for federally funded capital projects
- Reduced payroll errors and labor reconciliations and accrual adjustments with the automated supervisor approval workflow



## HOW TO READ THE 10-YEAR CAPITAL PLAN

### Capital Plan Summary Tables

The following tables include details regarding all planned and potential investments in the 10-Year Capital Plan. The list includes projects, programs, pilots, concepts, studies, and staff augmentation/contract support initiatives that Metro will consider in the 10-year timeframe. Capital initiatives are organized by the six major investment categories that they fall under: Railcar and Railcar Facilities; Rail Systems; Track and Structure Rehabilitation; Stations and Passenger Facilities; Bus, Bus Facilities and Paratransit; and Business and Operations Support.

The 10-Year Capital Plan tables include total estimated project cost for applicable initiatives. The total estimated project costs were developed based on available historical cost data and established cost estimating standards. As projects are more defined, Metro estimating accuracy will improve.

Estimated cost numbers in the 10-Year Capital Plan tables are displayed in thousands (\$000). Investments that are included in the approved Budget are indicated with a check mark in the approved "FY24" column and investments included in the Six-Year Capital Improvement Program (CIP) are noted specifically with a check mark in the approved "FY24-FY29" column.

### Key Table Definitions

**CIP.** Capital Improvement Program (CIP) identification number that shows the overarching investment group

**Project Identification Number.** Number assigned to an identified need through the capital program development process

**Project Name.** Title that describes the intended purpose of the investment.

**Project Type.** Shows one of five main types of investments:

1. **Project** – An investment with a definable beginning and end involving expenditures and funding for the creation, acquisition,

repair, rehabilitation, replacement, modernization, improvement, or expansion of assets.

2. **Program** – An ongoing, annual investment and/or preventive maintenance activity with no defined start or end date.
3. **Need** – A potential future capital investment that has not been fully explored or developed into a project or program.
4. **Corrective Maintenance** – A portion of the operating costs to immediately repair an asset that is functioning as designed.
5. **Preventative Maintenance** – A portion of the operating costs to perform preventive maintenance on bus and rail vehicles.

**Primary Purpose.** Indicates if the approved investment is a new investment, assessment, study, business case, strategy, design or state of good repair.

### Funding Timeframe.

**FY24** – Initiative is included in approved Capital Budget submitted to the Board of Directors

**FY24 – FY29** – Initiative is included for consideration in the six-year CIP

**FY24 – FY33** – Initiative is included for consideration in the 10-year Capital Plan

### Estimate Type.

**Rough Order of Magnitude (ROM)** – Indicates that the cost estimate is preliminary and developed based on a need identified during the capital program development process

**Total Project Cost** – Indicates that a total project cost was developed based on initial scope, cost, and schematics



## 10-YEAR CAPITAL PLAN TABLES





## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
<b>Category: Bus, Bus Facilities &amp; Paratransit</b>									
<b>CIP0002</b>	<b>Bus Onboard Location Equipment and Software Program</b>								
	10413	Metrobus Onboard Location Equipment and Software Replacement	Need	State of Good Repair	✓	✓	✓		
	11339	Metrobus Onboard Location Equipment and Software Replacement (Ending in FY23)	Project	State of Good Repair				TPC	\$5,049
<b>CIP0004</b>	<b>Bus Maintenance Facility and Equipment State of Good Repair Program</b>								
	10913	Bus Garage Rehabilitation - Landover	Need	State of Good Repair	✓	✓	✓	ROM	\$47,571
	10914	Bus Garage Rehabilitation - Shepherd Parkway	Need	State of Good Repair			✓	ROM	\$8,090
	10086	Bus Maintenance and Support Equipment Replacement Program	Program	State of Good Repair	✓	✓	✓		
	11179	Bus Maintenance Equipment Replacement for Cinder Bed Road Bus Garage	Project	State of Good Repair				TPC	\$2,110
	11574	Bus Restroom & Breakroom Construction - Tier 2 Locations	Project	State of Good Repair		✓	✓		
	10916	Bus Restroom & Breakroom Design - Tier 1, 2 and New Carrollton Locations	Project	Design				TPC	\$420
	11820	Carmen Turner Facility - Compressed Natural Gas (CNG) Sensor Replacement	Need	New Investment					
	10200	Landover Bus Facility Rehabilitation Assessment	Need	Assessment		✓	✓		
	11504	Takoma Metrorail Station Employee Breakroom	Need	New Investment		✓	✓	ROM	\$917
<b>CIP0005</b>	<b>Bus Vehicle Rehabilitation Program</b>								
	10005	Bus Rehabilitation Program	Program	State of Good Repair	✓	✓	✓		
	10783	Bus Vehicle Corrective Maintenance Program	Corrective Maintenance	State of Good Repair	✓	✓	✓		
<b>CIP0006</b>	<b>Bus Fleet Acquisition Program</b>								
	10004	Bus Acquisition Program	Program	State of Good Repair		✓	✓		
	11800	Bus Acquisition Program (Future Contract)	Program	State of Good Repair	✓	✓	✓	ROM	\$503,000
	10829	Zero-Emission Bus Fleet Conversion	Need	New Investment		✓	✓	ROM	\$395,400
<b>CIP0007</b>	<b>Bus Closed Circuit Television Replacement Program</b>								
	10103	Metrobus Camera Replacement Program	Need	State of Good Repair	✓	✓	✓	ROM	\$117,966
	11335	Metrobus Camera Replacement Program (Contract Ending in FY23)	Project	State of Good Repair	✓	✓	✓		
<b>CIP0015</b>	<b>MetroAccess Fleet Acquisition</b>								
					\$0	\$0	\$0		\$0



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	11396	Real Time Traffic Tablets for MetroAccess Vehicles Project		New Investment					
<b>CIP0143</b>		<b>Bus Vehicle Preventive Maintenance</b>			<b>\$45,000</b>	<b>\$50,000</b>	<b>\$54,000</b>		
	10007	Bus Preventive Maintenance Program	Program	State of Good Repair	✓	✓	✓		
<b>CIP0220</b>		<b>Bus Planning Studies Program</b>			<b>\$1,250</b>	<b>\$7,899</b>	<b>\$12,899</b>		
	10760	Bus-Oriented Development (BOD)	Need	New Investment	✓	✓	✓	ROM	\$750
	10182	Metrobus Planning Studies Program	Program	Study	✓	✓	✓		
	11273	New Silver Spring/East Montgomery Bus Facility Study	Need	Business Case	✓	✓	✓		
<b>CIP0221</b>		<b>Bus Customer Facility Improvements</b>			<b>\$12,875</b>	<b>\$84,199</b>	<b>\$113,999</b>		
	10219	Bus Customer Information Digital Signs (CIEDs) Expansion	Need	New Investment	✓	✓	✓	ROM	\$14,400
	11337	Bus Customer Information Digital Signs (CIEDs) Extension and Maintenance	Project	New Investment	✓	✓	✓		
	10989	Bus Customer Information Digital Signs (CIEDs) State of Good Repair	Need	State of Good Repair	✓	✓	✓		
	11301	Digital Signage at Ballston Metrorail Station for Bus Service	Project	New Investment					
	11673	E-paper Demonstration	Project	Study					
	10088	Metrobus Shelter Replacement	Need	State of Good Repair	✓	✓	✓		
	11736	Metrobus System Map and Signage - Future Contract	Need	State of Good Repair	✓	✓	✓		
	10093	Metrobus System Map and Signage Updates	Project	State of Good Repair					
	11668	Step-Down Power at Metro Bus Shelters	Need	State of Good Repair	✓	✓	✓	ROM	\$5,687
	10818	Systemwide Bus Stop Accessibility Assessment	Need	Assessment					
	11682	Systemwide Bus Stop Accessibility Improvements	Need	New Investment	✓	✓	✓	ROM	\$20,000
	11726	Temporary Bus Shelter Installation	Need	State of Good Repair				ROM	\$2,000
<b>CIP0254</b>		<b>Bus Priority Program Development</b>			<b>\$4,145</b>	<b>\$18,324</b>	<b>\$22,034</b>		
	10923	Bus Priority Program	Project	New Investment	✓	✓	✓	TPC	\$27,850
	11631	Bus Priority Violation Detection System	Project	New Investment	✓	✓	✓		
<b>CIP0275</b>		<b>New Carrollton Garage and Bus Bays</b>			<b>\$52,054</b>	<b>\$52,323</b>	<b>\$52,323</b>		
	10879	New Carrollton Parking Garage	Project	New Investment	✓	✓	✓	TPC	\$79,308
<b>CIP0311</b>		<b>Bladensburg Bus Garage Replacement</b>			<b>\$74,043</b>	<b>\$266,639</b>	<b>\$266,639</b>		



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	11553	Bladensburg Bus Garage Conversion for Electric Buses	Need	New Investment	✓	✓	✓	ROM	\$53,000
	10579	Bus Garage Replacement - Bladensburg	Project	State of Good Repair	✓	✓	✓	TPC	\$341,676
<b>CIP0312</b>		<b>Four Mile Run Bus Garage Rehabilitation</b>			<b>\$357</b>	<b>\$10,357</b>	<b>\$51,129</b>		
	10131	Bus Garage Rehabilitation - Four Mile Run (design only)	Project	Design	✓	✓	✓	TPC	\$1,300
	11683	Four Mile Run Bus Garage Rehabilitation	Need	State of Good Repair	✓	✓	✓	ROM	\$50,772
<b>CIP0315</b>		<b>Northern Bus Garage Replacement</b>			<b>\$126,702</b>	<b>\$442,579</b>	<b>\$442,579</b>		
	10577	Bus Garage Replacement - Northern	Project	State of Good Repair	✓	✓	✓	TPC	\$444,700
	11552	Northern Bus Garage Conversion for Electric Buses	Need	New Investment	✓	✓	✓	ROM	\$70,600
<b>CIP0355</b>		<b>Zero Emission Bus Acquisition and Evaluation</b>			<b>\$8,652</b>	<b>\$26,795</b>	<b>\$26,795</b>		
	11775	Metrobus Hydrogen Vehicle Evaluation	Need	Study	✓	✓	✓	ROM	\$15,000
	10038	Zero-Emission Bus Acquisition and Evaluation	Project	New Investment	✓	✓	✓	TPC	\$25,019
	11632	Zero-Emission Bus Transition Plan	Project	Study	✓	✓	✓	TPC	\$2,200
<b>CIP0376</b>		<b>Western Bus Garage Replacement</b>			<b>\$0</b>	<b>\$41,250</b>	<b>\$465,245</b>		
	11805	Bus Garage Replacement - Western (Construction)	Need	State of Good Repair	✓	✓	✓	ROM	\$463,995
	10850	Western Bus Garage - Land Acquisition and NEPA	Project	State of Good Repair	✓	✓	✓		
<b>CIP8021</b>		<b>D&amp;E Bus &amp; Paratransit Improvements</b>			<b>\$0</b>	<b>\$1,500</b>	<b>\$3,000</b>		
	10802	Bus Fleet Plan Update	Need	Study	✓	✓	✓		
	10801	MetroAccess Fleet Plan Update	Need	Study	✓	✓	✓		
	10915	Mount Rainier Bus Terminal Rehabilitation	Need	State of Good Repair	✓	✓	✓		
	10804	Service Vehicle Fleet Plan	Need	Study	✓	✓	✓		
	11859	Zero Emission Bus Phase II Planning	Project	Design	✓	✓	✓		
<b>CIP8024</b>		<b>Future Bus Maint/Overhaul Proj</b>			<b>\$0</b>	<b>\$310,250</b>	<b>\$756,450</b>		
	11551	Future Bus Garage Conversions for Zero Emission Buses	Need	New Investment	✓	✓	✓	ROM	\$1,000,000
	11264	MetroAccess - Zero-Emission Fleet Conversion Analysis & Rollout Plan	Need	Strategy	✓	✓	✓		
<b>CIP8025</b>		<b>D&amp;E Bus Maintenance Facility Improvements</b>			<b>\$100</b>	<b>\$450</b>	<b>\$450</b>		
	11126	Blair Road Facility Rehabilitation Assessment	Need	Business Case	✓	✓	✓	ROM	\$100



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	10675	Bus Operators Commercial Driver License (CDL) Training Facility Study	Need	Business Case	✓	✓	✓		
	11305	Carmen Turner Emergency Exit Improvements	Project	Design					
	10108	Montgomery Bus Facility Rehabilitation Study	Need	Assessment					
	10295	Shepherd Parkway Bus Facility Rehabilitation Assessment	Need	Assessment	✓	✓	✓		
<b>CIP8026</b>		<b>Future Bus Maintenance Facilities</b>			<b>\$0</b>	<b>\$3,050</b>	<b>\$63,185</b>		
	11566	Auth Place Facility Rehabilitation	Need	State of Good Repair	✓	✓	✓	ROM	\$11,522
	11565	Blair Road Facility Rehabilitation	Need	State of Good Repair	✓	✓	✓	ROM	\$9,859
	10831	Bus Garage Rehabilitation - Montgomery	Need	State of Good Repair			✓	ROM	\$37,254
	11412	Methane Detection at Maintenance Facilities Study	Need	Study	✓	✓	✓		
	11411	Replacement of 11 Bus Supervisor Booths Systemwide	Need	State of Good Repair	✓	✓	✓		
	11451	Shepherd Parkway Roadway Improvement Implementation	Need	New Investment			✓		
	11450	Silver Spring Layover Bus Lot Improvement	Need	State of Good Repair			✓		
<b>CIP8027</b>		<b>D&amp;E Bus Passenger Facility Improvements</b>			<b>\$0</b>	<b>\$22,100</b>	<b>\$62,487</b>		
	10220	Army Navy Drive Transit Center Construction	Need	New Investment				ROM	\$8,200
	10091	Bus Loop Canopy Installation Study	Project	Business Case	✓	✓	✓		
	11121	Metro Bus Loop Rehabilitation and Safety Enhancement	Need	State of Good Repair	✓	✓	✓	ROM	\$61,887
	11448	Veteran's Hospital Bus Loop Improvement Study	Need	Design	✓	✓	✓	ROM	\$100
<b>CIP8028</b>		<b>Future Bus Pass Facil Systems</b>			<b>\$0</b>	<b>\$95</b>	<b>\$42,095</b>		
	11447	Bus Access Improvements at Tenleytown Metrorail Station	Need	State of Good Repair			✓		
	10752	Bus Loop Canopy Installation	Need	New Investment			✓	ROM	\$18,000
	11506	Deanwood Bus Landing Pad Expansion	Need	State of Good Repair	✓	✓	✓	ROM	\$45
	11538	Installation of Public Address Systems at Bus Loops	Need	New Investment			✓		
	11584	Installation of Public Address Systems at Bus Loops: Business Case	Need	Business Case	✓	✓	✓		
	11449	Veterans Hospital Bus Loop Improvements	Need	New Investment			✓		
	10774	Washington Hospital Bus Loop Improvement	Need	New Investment			✓	ROM	\$1,000



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
<b>Category: Business &amp; Operations Support</b>									
<b>CIP0009</b>	<b>Service Vehicle Acquisition Program</b>								
	11845	Service Vehicle Fleet Tracking Software Installation	Project	New Investment	\$9,100	\$68,296	\$138,296		
	10023	Service Vehicle Replacement Program	Program	State of Good Repair	✓	✓	✓	ROM	\$72,500
<b>CIP0010</b>	<b>Environmental Compliance Program</b>								
	11806	Carmen Turner Emergency Exit Improvements	Need	State of Good Repair	✓	✓	✓		
	10290	Comprehensive Stormwater System Program	Need	State of Good Repair	✓	✓	✓		
	10190	Design for Replacement of Sloped Landscape Areas at Metrorail Stations	Project	Design					
	10286	Environmental Compliance Program	Program	State of Good Repair	✓	✓	✓		
	10851	New Hampshire Avenue Chiller Plant Groundwater Treatment	Project	State of Good Repair	✓	✓	✓	TPC	\$10,323
	10244	Pavement and Stormwater Management at 3421 Penny Drive	Project	State of Good Repair	✓	✓	✓	TPC	\$8,276
	10166	Pollution Prevention at Track Fueling Areas at Alexandria and Shady Grove Yards	Project	State of Good Repair	✓	✓	✓	TPC	\$5,869
	11173	Replacement of Sloped Landscape Areas at Metrorail Stations	Need	State of Good Repair	✓	✓	✓	ROM	\$1,326
	11688	Storage Tank Replacement at New Carrollton, Greenbelt and Glenmont Railyards	Project	State of Good Repair	✓	✓	✓	TPC	\$25,600
	11808	Stormwater Systems Rehabilitation - 9 Maryland Sites	Need	State of Good Repair	✓	✓	✓		
<b>CIP0036</b>	<b>Procurement Program Support</b>								
	10797	Procurement Program Support	Program	State of Good Repair	✓	✓	✓		
<b>CIP0039</b>	<b>System Planning and Development</b>								
	11798	Gender and Transit Action Plan	Need	Study	✓	✓	✓	ROM	\$270
	11797	Analyze Impediments to Customers with Disabilities using WMATA's Fixed Route Services	Need	Study	✓	✓	✓	ROM	\$250
	10367	Analyzing Regional Trends in Transit-Oriented Development	Need	Study	✓	✓	✓		
	10213	Applied Planning Intelligence (API) and Data Analysis Support Platform	Program	State of Good Repair	✓	✓	✓		
	11533	Blue/Orange/Silver Corridor (BOS) National Environmental Policy Act (NEPA) Project Development	Need	Assessment				ROM	\$5,000



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	10651	Bus Network Redesign Study	Project	Study	✓	✓	✓	TPC	\$10,910
	11487	Bus Transfer Development and Evaluation Study	Need	Study		✓	✓		
	10408	Bus-Oriented Development (BOD) Study	Need	Study	✓	✓	✓		
	11184	Capital and Systems Intelligence (CSI) Analysis	Program	Strategy	✓	✓	✓		
	11537	Five-Year Station Investment Strategy	Need	Study	✓	✓	✓		
	10858	Future Capital Investment Needs Study Program	Program	Study		✓	✓		
	11795	Metrorail Capacity White Paper Reinvestigation	Need	Study	✓	✓	✓	ROM	\$300
	11535	Mode of Access Strategic Plan	Need	Study	✓	✓	✓		
	11803	Origin Destination Land Use Ridership Model Update	Need	Study	✓	✓	✓	ROM	\$350
	10648	Regional Benefits of Transit Study	Need	Study		✓	✓	ROM	\$500
	10652	Regional Transit Expansion Plan (Metro 2050)	Project	Assessment		✓	✓		
	11796	Request for Information (RFI) for Human Capital Planning and Preparation for Automated Transit	Need	Study		✓	✓	ROM	\$10
	10655	Ridership Forecast Study - Research and Update	Project	Study	✓	✓	✓		
	10965	Service Improvement Plan	Need	Study	✓	✓	✓		
	11799	Suburbanization of Poverty and Impacts on Transit Ridership	Need	Study		✓	✓	ROM	\$250
	11536	Systemwide Walkshed Buildout Target Study	Need	Study		✓	✓		
	10396	Trace Model Platform Data Processing Services	Program	Assessment	✓	✓	✓		
<b>CIP0042</b>		<b>Asset Management Software Improvements</b>			<b>\$500</b>	<b>\$1,903</b>	<b>\$1,903</b>		
	10722	Product Lifecycle Software Migration	Project	New Investment	✓	✓	✓		
<b>CIP0043</b>		<b>Bus and Rail Scheduling and Operations Software Improvements</b>			<b>\$3,753</b>	<b>\$17,373</b>	<b>\$17,373</b>		
	10184	Bus and Rail Scheduling System Improvements	Project	New Investment	✓	✓	✓	TPC	\$20,808
<b>CIP0056</b>		<b>Rail Service Management Software Improvements</b>			<b>\$0</b>	<b>\$4,114</b>	<b>\$4,114</b>		
	11716	Rail Operations Control Center (ROCC) Transformation Extension - ROCC Hub Development and Implementation Support	Project	New Investment					
	11717	Rail Operations Control Center (ROCC) Transformation Extension - Training Support	Project	New Investment					
	10137	Real Time Passenger Information Software Updates	Project	New Investment		✓	✓		
<b>CIP0099</b>		<b>Joint Development Program Support</b>			<b>\$2,172</b>	<b>\$12,172</b>	<b>\$68,572</b>		



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	11787	Braddock Road Station Joint Development	Need	New Investment		✓	ROM	\$3,900	
	11788	Brookland Station Joint Development	Need	New Investment		✓	ROM	\$3,900	
	11789	Capitol Heights Station Joint Development	Need	New Investment		✓	ROM	\$3,900	
	11790	Forest Glen Station Joint Development	Need	New Investment		✓	ROM	\$3,900	
	11791	Fort Totten Station Joint Development	Need	New Investment		✓	ROM	\$10,600	
	11794	Greenbelt Station Joint Development	Need	New Investment		✓	ROM	\$3,900	
	11078	Joint Development and Station Improvement Support	Program	New Investment	✓	✓			
	11792	North Bethesda Station Joint Development	Need	New Investment		✓	ROM	\$3,900	
	11785	Takoma Station Joint Development	Need	New Investment		✓	ROM	\$3,900	
	11786	Twinbrook Station Joint Development	Need	New Investment		✓	ROM	\$6,600	
	11793	West Hyattsville Station Joint Development	Need	New Investment		✓	ROM	\$3,900	
<b>CIP0101</b>		<b>Internal Compliance Capital Management Support</b>			<b>\$1,200</b>	<b>\$7,761</b>	<b>\$13,753</b>		
	10871	Internal Compliance Capital Management Support	Program	State of Good Repair	✓	✓			
<b>CIP0102</b>		<b>Police District III Substation</b>			<b>\$0</b>	<b>\$103</b>	<b>\$103</b>		
	10257	Metro Transit Police Department (MTPD) District III Substation Construction	Project	New Investment		✓	TPC	\$9,196	
<b>CIP0127</b>		<b>Transit Police Support Equipment</b>			<b>\$880</b>	<b>\$7,894</b>	<b>\$10,219</b>		
	11563	Police Body Cameras	Project	New Investment		✓			
	11712	Police Body Cameras - IT Requirements and Staff Support	Project	New Investment		✓			
	10201	Police Support Equipment Replacement	Program	State of Good Repair	✓	✓			
<b>CIP0131</b>		<b>Capital Program Financing Support</b>			<b>\$1,030</b>	<b>\$11,030</b>	<b>\$19,030</b>		
	10557	Capital Program Financing	Program	State of Good Repair	✓	✓			
<b>CIP0150</b>		<b>Support Facility Fire System Rehabilitation</b>			<b>\$3,364</b>	<b>\$20,824</b>	<b>\$63,572</b>		
	11714	CNG Detection System Replacement at Bladensburg & Four Mile Run Bus Garages	Need	State of Good Repair		✓	ROM	\$500	
	11573	Fire Alarm Replacement - Greenbelt and Carmen Turner Facility	Project	State of Good Repair	✓	✓			
	11398	Fire Control Alarms and Infrastructure - Engineering Modification Instructions (EMI) Development and Implementation	Project	State of Good Repair	✓	✓			



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	11706	Grosvenor Parking Garage and Southern Avenue Bus Garage Fire Alarm System Replacement	Need	State of Good Repair	✓	✓	✓		
	11515	Non-Revenue Facility Fire Alarm - Pennsy Drive Facility	Project	State of Good Repair	✓	✓	✓		
	10999	Support Facility Fire Alarm State of Good Repair	Need	State of Good Repair	✓	✓	✓	ROM	\$62,092
	11431	Systemwide Fire Risk Mitigation	Need	State of Good Repair	✓	✓	✓	ROM	\$11,848
<b>CIP0170</b>		<b>Facility Roof Rehabilitation and Replacement</b>			<b>\$7,421</b>	<b>\$44,308</b>	<b>\$54,698</b>		
	11361	Glennmont Station Bus Bay Canopy Skylight Replacement	Project	State of Good Repair	✓	✓	✓		
	11364	Roof Rehabilitation	Project	State of Good Repair	✓	✓	✓	TPC	\$9,460
	10067	Roof Rehabilitation and Replacement	Need	State of Good Repair	✓	✓	✓	ROM	\$42,390
	11329	Roof Rehabilitation Package 3	Project	State of Good Repair				TPC	\$5,965
	11670	Roof Rehabilitation Package 4	Project	State of Good Repair	✓	✓	✓		
	11783	Roof Rehabilitation Package 5	Need	State of Good Repair				ROM	\$1,814
<b>CIP0197</b>		<b>Support Facility Improvements</b>			<b>\$13,954</b>	<b>\$52,883</b>	<b>\$52,883</b>		
	11130	Access Workspace Improvement Needs at Railyards	Need	Study	✓	✓	✓		
	11303	Exhaust Fan Replacement at Carmen Turner Facility Building A	Need	State of Good Repair				ROM	\$569
	11250	Mechanical Upgrades at Carmen Turner Facility Buildings	Project	State of Good Repair	✓	✓	✓		
	11732	Mechanical Upgrades at Four Facilities	Project	State of Good Repair	✓	✓	✓	TPC	\$16,866
	11686	Rail Station, Railyard, and Bus Garage Breakroom Renovation and Construction - 36 Locations	Project	State of Good Repair	✓	✓	✓	TPC	\$28,200
	11771	Shepherd Parkway Bus Garage Exhaust Fan Access	Need	State of Good Repair	✓	✓	✓	ROM	\$750
<b>CIP0210</b>		<b>Track Pollution Prevention</b>			<b>\$0</b>	<b>\$5,000</b>	<b>\$28,000</b>		
	11556	Pollution Prevention at Track Fueling Areas Systemwide	Need	State of Good Repair	✓	✓	✓	ROM	\$28,000
<b>CIP0212</b>		<b>Sustainability/Resiliency Program</b>			<b>\$4,710</b>	<b>\$25,410</b>	<b>\$47,660</b>		
	11356	Customer EV Charging - Feasibility and Alternatives Analysis	Project	Strategy	✓	✓	✓	TPC	\$1,200
	11557	Energy Action Plan	Project	Assessment	✓	✓	✓		
	10337	Environmental Sustainability Lab	Program	New Investment	✓	✓	✓		
	11300	Equity Business Practice Mainstreaming	Need	New Investment			✓	ROM	\$350





## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	11267	Implementation of Low Impact Development (LID) Stormwater Investments	Need	New Investment			✓	ROM	\$7,500
	11810	Program Management Support Services for the Office of Sustainability (SUSt)	Need	New Investment		✓	✓	ROM	\$2,700
	11299	Sustainability Action Plan	Project	Assessment					
	11227	Sustainability Project Management	Program	State of Good Repair	✓	✓	✓		
<b>CIP0213</b>		<b>Capital Program Development Support</b>			<b>\$28,881</b>	<b>\$157,647</b>	<b>\$257,647</b>		
	10792	Capital Program Development Support	Program	State of Good Repair	✓	✓	✓		
	11265	Resilience Implementation Strategy	Project	Assessment	✓	✓	✓		
<b>CIP0269</b>		<b>Asset Management Software</b>			<b>\$391</b>	<b>\$3,341</b>	<b>\$5,841</b>		
	10056	Asset Configuration Management (ACM) Software Replacement	Project	New Investment					
	10272	Comprehensive Property Inventory Database	Need	New Investment			✓		
	10310	Enterprise Asset Management Software Mobile Implementation	Need	New Investment			✓		
	10084	Maintenance Optimization and Record Digitization	Project	State of Good Repair	✓	✓	✓	TPC	\$4,158
	11193	Reliability Engineering Asset Management (REAM) Program Support	Project	State of Good Repair	✓	✓	✓		
<b>CIP0270</b>		<b>Capital Delivery Program Support</b>			<b>\$34,855</b>	<b>\$225,459</b>	<b>\$399,577</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	✓	✓	✓		
<b>CIP0273</b>		<b>Support Facility Rehabilitation</b>			<b>\$4,240</b>	<b>\$40,115</b>	<b>\$77,759</b>		
	11581	Assessment of Trailer Offices	Need	Assessment		✓	✓		
	11454	Facilities For Appropriate Areas to Support Breastfeeding Employees Business Case	Project	Business Case					
	11199	Fall Protection Capital Needs Assessment	Need	Assessment				ROM	\$150
	11352	Fall Protection Systems Implementation	Need	State of Good Repair		✓	✓		
	11139	Field Office Rehabilitation Assessment	Need	Assessment		✓	✓		
	11568	Improving Office Workspace at Railyards	Need	State of Good Repair		✓	✓	ROM	\$12,619
	10382	Interior and Exterior Lighting Fixtures and Controls Upgrades - Non-Revenue Facilities	Project	State of Good Repair					
	11433	Non-Revenue Facility Condition Assessment	Need	Assessment		✓	✓		



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	10756	Non-Revenue Facility HVAC and Building Automation System (BAS) Replacement	Need	State of Good Repair	✓	✓	✓		
	11041	Office Furniture Replacement	Project	New Investment	✓	✓	✓		
	10122	Ongoing Interior Architecture and Furniture System Upgrades	Program	State of Good Repair	✓	✓	✓		
	11724	Portable Air Purifiers	Need	New Investment	✓	✓	✓	ROM	\$75
	10288	Safety Platforms for Mechanical Equipment on Facility Rooftops Study	Need	Study	✓	✓	✓		
	11432	Update Interior Spaces to Workplace Standards	Need	State of Good Repair	✓	✓	✓	ROM	\$5,025
<b>CIP0277</b>		<b>Supply Chain Modernization</b>			<b>\$0</b>	<b>\$6,750</b>	<b>\$12,250</b>		
	11560	Material Handling Equipment Lifecycle Replacement Program	Need	State of Good Repair	✓	✓	✓	ROM	\$1,760
	10119	Supply Chain Modernization	Need	New Investment	✓	✓	✓		
	10147	Warehouse Storage Unit Maintenance, Replacement, and Procurement	Need	State of Good Repair	✓	✓	✓		
<b>CIP0324</b>		<b>Capital Program Financial Support</b>			<b>\$3,100</b>	<b>\$18,600</b>	<b>\$31,000</b>		
	10795	Capital Program Financial Support	Program	State of Good Repair	✓	✓	✓		
<b>CIP0330</b>		<b>Mill Rd. Data Center Design</b>			<b>\$26,236</b>	<b>\$37,738</b>	<b>\$37,738</b>		
	11690	Mill Road Data Center Refresh	Project	New Investment	✓	✓	✓		
	10178	New Data Center IT Infrastructure and Equipment	Project	New Investment	✓	✓	✓	TPC	\$112,395
	11691	Off-Premise Data Center	Project	New Investment	✓	✓	✓	TPC	\$15,000
<b>CIP0331</b>		<b>Enterprise Resource Planning Software Replacement</b>			<b>\$3,192</b>	<b>\$33,192</b>	<b>\$221,467</b>		
	10028	Enterprise Resource Planning (ERP) Software Integration and Replacement Planning	Project	Study	✓	✓	✓	TPC	\$6,900
	10037	Enterprise Resource Planning (ERP) Software Purchase and Installation	Need	New Investment	✓	✓	✓		
<b>CIP0335</b>		<b>Office Consolidation - District of Columbia</b>			<b>\$17,686</b>	<b>\$17,686</b>	<b>\$17,686</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	✓	✓	✓		
<b>CIP0337</b>		<b>Office Consolidation - Virginia</b>			<b>\$12,807</b>	<b>\$78,447</b>	<b>\$78,447</b>		
	10678	Office Consolidation - Virginia	Project	New Investment	✓	✓	✓	TPC	\$335,789
	11718	Operations Control Center Unified Communications Effort	Need	New Investment	✓	✓	✓	ROM	\$1,500



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
<b>CIP0338</b>		<b>Office Consolidation - Maryland</b>			<b>\$5,539</b>	<b>\$16,626</b>	<b>\$16,626</b>		
	10681	Office Consolidation - Maryland	Project	New Investment	✓	✓	✓	TPC	\$228,178
<b>CIP0339</b>		<b>Rail Station Emergency Egress Improvements</b>			<b>\$0</b>	<b>\$8,000</b>	<b>\$14,000</b>		
	10306	Metrorail Station Emergency Egress Upgrades	Need	State of Good Repair	✓	✓	✓		
	10823	Metrorail Station Emergency Egress Upgrades Assessment	Need	Assessment					
	11765	Station Emergency Egress Rehabilitation Program - Bollard Installation at Exit Hatches	Need	State of Good Repair	✓	✓	✓	ROM	\$3,000
<b>CIP0342</b>		<b>Information Technology Hardware State of Good Repair</b>			<b>\$11,939</b>	<b>\$94,539</b>	<b>\$166,039</b>		
	10109	Computing Infrastructure Inventory and Replacement Sustainment	Program	State of Good Repair	✓	✓	✓		
	10732	Edge Device Replacement Program	Program	State of Good Repair	✓	✓	✓		
	10126	Metro Facility Communications Systems Sustainment	Program	State of Good Repair	✓	✓	✓		
<b>CIP0347</b>		<b>Accounting Capital Program Support</b>			<b>\$2,358</b>	<b>\$12,358</b>	<b>\$20,358</b>		
	11576	Asset Management Accounting Support	Program	State of Good Repair	✓	✓	✓		
<b>CIP0354</b>		<b>ePerformance and eCompensation Upgrades</b>			<b>\$210</b>	<b>\$210</b>	<b>\$210</b>		
	10873	ePerformance & eCompensation Project	Project	New Investment	✓	✓	✓		
<b>CIP0357</b>		<b>Cybersecurity Legacy Software Improvements</b>			<b>\$3,461</b>	<b>\$3,461</b>	<b>\$3,461</b>		
	11394	Cybersecurity Legacy Software Improvement	Project	State of Good Repair	✓	✓	✓		
<b>CIP0358</b>		<b>Business Systems State of Good Repair</b>			<b>\$14,208</b>	<b>\$96,014</b>	<b>\$170,749</b>		
	11595	Business Systems Sustainment - Program Management	Program	State of Good Repair	✓	✓	✓		
	11589	Contract Lifecycle Management (CLM) Software Sustainment	Program	State of Good Repair	✓	✓	✓		
	11586	Enterprise Learning Management (ELM) System Sustainment	Program	State of Good Repair	✓	✓	✓		
	11590	ePerformance Software Sustainment	Program	State of Good Repair	✓	✓	✓		
	11585	Finance and Supply Chain Management (FSCM) Software Sustainment	Program	State of Good Repair	✓	✓	✓		
	11594	Intranet Applications Sustainment	Program	State of Good Repair	✓	✓	✓		
	11587	Manage and Automate Human Resource Functions	Program	State of Good Repair	✓	✓	✓		
	11592	Occupational Health and Wellness (OHAW) Software Sustainment	Program	State of Good Repair	✓	✓	✓		



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	11588	Planning and Budgeting Software Sustainment	Program	State of Good Repair	✓	✓	✓		
	11593	Public Web Technologies Sustainment	Program	State of Good Repair	✓	✓	✓		
	11591	Timekeeping Software Sustainment	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>\$4,543</b>	<b>\$28,667</b>	<b>\$50,703</b>		
	11597	Business Intelligence Technologies Sustainment	Program	State of Good Repair	✓	✓	✓		
	11596	Enterprise Tools Sustainment	Program	State of Good Repair	✓	✓	✓		
	11599	Shared Systems Sustainment - Program Management	Program	State of Good Repair	✓	✓	✓		
	11598	Sustainment for Databases and Data Systems	Program	State of Good Repair	✓	✓	✓		
<b>CIP0360</b>		<b>Transit Systems State of Good Repair</b>			<b>\$10,283</b>	<b>\$66,655</b>	<b>\$131,430</b>		
	11620	Advanced Information Management (AIM) Sustainment	Program	State of Good Repair	✓	✓	✓		
	11603	Asset Management Sustainment	Program	State of Good Repair	✓	✓	✓		
	11619	Bus Support systems - Sustainment	Program	State of Good Repair	✓	✓	✓		
	11604	Document Storage and Retention Software Sustainment	Program	State of Good Repair	✓	✓	✓		
	11606	Geographic Information System (GIS) System Sustainment	Program	State of Good Repair	✓	✓	✓		
	11607	Metro Transit Police (MTPD) Technologies Sustainment	Program	State of Good Repair	✓	✓	✓		
	11600	Passenger Information Display System (PIDS) Sustainment	Program	State of Good Repair	✓	✓	✓		
	11605	Product Lifecycle Management System Sustainment	Program	State of Good Repair	✓	✓	✓		
	11601	Rail Performance Management (RPM) Sustainment	Program	State of Good Repair	✓	✓	✓		
	11609	Safety Management System (SMS) Sustainment	Program	State of Good Repair	✓	✓	✓		
	11608	Sustainment of the Badging and Security database and application	Program	State of Good Repair	✓	✓	✓		
	11602	Train Progress System (TPS) Application Sustainment	Program	State of Good Repair	✓	✓	✓		
	11610	Transit Systems Sustainment - Program Management	Program	State of Good Repair	✓	✓	✓		
<b>CIP0361</b>		<b>Service Oriented Architecture (SOA) Program</b>			<b>\$1,210</b>	<b>\$7,092</b>	<b>\$12,466</b>		



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	11611	Service Oriented Architecture (SOA) systems - Sustainment	Program	State of Good Repair	✓	✓	✓		
<b>CIP0362</b>		<b>Independent Verification &amp; Validation program</b>			<b>\$200</b>	<b>\$300</b>	<b>\$300</b>		
	11612	Independent Verification & Validation (IV&V) Assessment	Need	Assessment	✓	✓	✓		
<b>CIP0363</b>		<b>Cyber Security</b>			<b>\$1,500</b>	<b>\$9,000</b>	<b>\$15,000</b>		
	11621	Cyber Security systems - Sustainment	Program	State of Good Repair	✓	✓	✓		
<b>CIP0371</b>		<b>West Falls Church Development</b>			<b>\$500</b>	<b>\$500</b>	<b>\$15,081</b>		
	10878	West Falls Church Land Development	Need	New Investment	✓	✓	✓		
<b>CIP0373</b>		<b>Equipment to Support New Radio System</b>			<b>\$491</b>	<b>\$491</b>	<b>\$491</b>		
	11640	Carmen Turner Facility Operations Control Center Improvements and Temporary Radio Farm	Project	New Investment	✓	✓	✓		
<b>CIP0374</b>		<b>Infrastructure Improvements Solar Power Installation</b>			<b>\$1,000</b>	<b>\$5,404</b>	<b>\$5,404</b>		
	10966	Solar Site Lease - Associated WMATA Capital Investments	Project	New Investment	✓	✓	✓	TPC	\$12,301
<b>CIP0378</b>		<b>Metro Strategic Transformation Plan</b>			<b>\$0</b>	<b>\$1,800</b>	<b>\$1,800</b>		
	11719	Metro Strategic Transformation Plan	Project	Strategy	✓	✓	✓		
<b>CIP8029</b>		<b>D&amp;E Information Technology Improvements</b>			<b>\$11,646</b>	<b>\$33,037</b>	<b>\$53,277</b>		
	11452	Bus Collision Avoidance System	Need	New Investment	✓	✓	✓		
	11653	Bus Planning Line/Route Matrix Automation	Need	New Investment	✓	✓	✓	ROM	\$825
	11627	Core Enterprise Architecture (EA) Services	Need	New Investment	✓	✓	✓	ROM	\$3,686
	11655	Customer-Facing Bus Bridge Alerts	Need	New Investment	✓	✓	✓	ROM	\$315
	11115	Cybersecurity Continuous Monitoring Improvements	Project	New Investment					
	10952	Datamart for Internal Business Operations (IBOP)	Need	New Investment	✓	✓	✓	ROM	\$3,150
	11471	Datamart for Internal Business Operations (IBOP) - Phase II	Need	New Investment					
	10943	Electronic Procurement Software Purchase	Need	New Investment	✓	✓	✓		
	11666	Email Marketing Demonstration Project	Need	New Investment	✓	✓	✓	ROM	\$1,188
	10937	Employee Health System	Project	New Investment	✓	✓	✓		
	11112	Endpoint Security Modernization	Project	New Investment					
	10877	Enterprise Identity and Access Management (EIAM) Implementation	Project	New Investment	✓	✓	✓	TPC	\$10,050



CIP

11656	Geographic Information System (GIS) Software Components Upgrade	Need	New Investment				
10957	Geographic Information System (GIS) Software Upgrade	Project	State of Good Repair				
10978	HR Workflow Management System	Project	New Investment				
11652	Interactive Voice Recording (IVR) During Disaster Recovery or Failover	Need	New Investment				
11181	Internet of Things (IoT) Software and Hardware Pilot	Project	New Investment	✓	✓	TPC	\$3,000
11221	IT Distributed Architecture Design, Testing & Cutover Support	Need	New Investment				
10932	IT Financial Management Tool	Need	New Investment				
11111	Managed Service Provider Implementation Phase 2	Project	New Investment				
10976	Metro Career Pathing/Succession Planning System	Need	New Investment				✓
10825	Metro Employee Mobile Application (MEMA) Demonstration Project	Need	New Investment				
11116	Network Access Control	Project	State of Good Repair				
10542	New Digital Information Content Management System	Project	New Investment	✓	✓		
11213	New Employee Onboarding Documentation Submission Software Sustainment	Project	State of Good Repair				
10168	Occupational Health and Wellness Department (OHAW) New Software Implementation	Project	New Investment				
11226	Pension Administration System Study	Need	Study	✓	✓	ROM	\$500
11077	Rail Operations Control Center (ROCC) Integration of Communications Study	Need	Study			ROM	\$300
10827	Rail Operations Control Center (ROCC) Software Improvement Study	Need	Business Case	✓	✓		
11117	Removable Media Storage Management	Project	New Investment				
11654	Security Camera System at Bus Loops	Need	New Investment				✓
11110	Security Information Event Management Modernization	Need	New Investment	✓	✓		
11114	Security Log Standardization	Project	New Investment	✓	✓		
11108	Security Mapping of the Network Architecture	Project	New Investment				
11107	Software Development Life Cycle Revision	Project	Assessment				



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	11658	Technology Cloud Study	Need	Study		✓	✓	ROM	\$100
	11109	Threat Management Program	Project	Assessment					
<b>CIP8030</b>		<b>Future Information Technology Projects</b>			<b>\$1,035</b>	<b>\$33,966</b>	<b>\$149,547</b>		
	10468	3D Track Alignment Database Design and Integration	Need	New Investment			✓		
	10326	Aerial Mapping of Metro Surface and Ancillary Facilities	Need	Assessment			✓		
	11469	Americans with Disabilities Act (ADA) Tracking Software	Need	New Investment		✓	✓		
	11823	Asset Management Application Upgrade	Need	New Investment		✓	✓		
	11439	Asset Management Data Improvements - Add New Locations	Need	New Investment			✓		
	11438	Asset Management Standardization and Governance	Need	New Investment					
	11106	Automated Scanning and Security Baselines for Software	Need	New Investment			✓		
	11508	Bus Change Management Application - Planning and Scheduling	Need	New Investment					
	11459	Bus Ridership Survey Mobile Application Replacement	Need	New Investment					
	10358	Bus Stop Beacon Technology Deployment	Need	New Investment		✓	✓		
	11001	Bus Stop Editor Application Enhancements	Need	New Investment			✓		
	10924	Bus Stop Survey Data Synchronization with Geographic Information System (GIS) Database	Need	New Investment			✓		
	11476	Category Management and Strategic Sourcing for Procurement	Need	New Investment		✓	✓		
	11113	Cloud Access Security Tool Roll-Out	Need	New Investment			✓		
	11443	Configuration Management Platform Migration	Need	New Investment			✓		
	10927	Consolidation of On-Board Ancillary Bus Equipment (CoABE) Automatic Failover and High Availability	Need	New Investment			✓		
	11474	Customer Complaint Investigation	Need	New Investment			✓		
	11509	Digital Accessibility Evaluation for Americans with Disabilities Act (ADA)	Need	New Investment		✓	✓		
	11464	Digital Technology Governance Board Support	Need	New Investment		✓	✓		
	10933	Disruption Management Software	Need	New Investment			✓		



CIP

10847	Electronic Closeout Documents Ingestion for Configuration Management	Need	New Investment			
11681	Email Marketing Application for Metrorail and Metrobus	Need	New Investment	✓	ROM	\$1,200
11618	Emerging Technology Investments	Need	New Investment	✓		
11482	Employee Complaint Management System	Need	New Investment	✓		
10939	Enterprise Backup: Modernization and Automation	Need	New Investment			
10384	Enterprise Content Management Platform High Availability	Need	New Investment	✓		
10940	Enterprise Interactive Voice Response (IVR) System Upgrade	Need	New Investment	✓		
10935	Enterprise Learning Management (ELM) Enhancement	Need	New Investment	✓	ROM	\$2,300
11473	Enterprise Learning Management (ELM) Training Improvements	Need	New Investment	✓		
10383	Enterprise Records Management (ERM) Search Screen Migration	Need	New Investment	✓		
10941	Enterprise Storage Area Network (SAN) Modernization and Automation	Need	New Investment			
10942	Enterprise Unix: Modernization and Automation	Need	New Investment			
11477	eProcurement Sourcing Solution	Need	New Investment	✓		
10167	Facilities Access Control System (OneBadge) Implementation	Project	New Investment			
11475	Family and Medical Leave Act (FMLA) Processing Improvements	Need	New Investment	✓		
11004	Fare Evasion Data Collection Application	Need	New Investment	✓		
11660	Forms Digitization and Process Automation - Bus Transportation	Need	New Investment	✓	ROM	\$800
11661	Funds Usage Forecasting System	Need	New Investment	✓	ROM	\$300
11162	Grievance Management System - Arbitration Module	Need	New Investment	✓		
11163	Grievance Management System - Disciplinary Action Intake Solution	Need	New Investment	✓		
11165	Grievance Management System Digitization	Need	New Investment	✓		
11467	Health Insurance Portability and Accountability Act (HIPAA) Security Remediation	Need	New Investment	✓		
11168	HR Benefits and Leave Administration	Need	New Investment	✓		





## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	10323	Human Resources Information Digitization Phase 2	Need	New Investment		✓	✓		
	11662	Implement Cash Position Management	Need	New Investment			✓	ROM	\$300
	11440	Integration Between Vendor Managed Inventory and Asset Management Systems	Need	New Investment			✓		
	10169	Internet of Things (IoT) Software Development	Need	New Investment			✓	ROM	\$15,000
	11167	Labor Ticketing Management System	Need	New Investment		✓			
	10711	Metro Employee Mobile Application (MEMA)	Need	New Investment					
	11437	Metro Intranet Migration and Governance	Need	New Investment		✓	✓		
	11134	Metro Transit Police Department (MTPD) Technology Hardware Refresh	Need	State of Good Repair		✓	✓		
	10809	Metro Transit Police Technology System Improvements	Need	New Investment			✓	ROM	\$4,900
	10668	MetroAccess Mobile Application	Need	New Investment			✓		
	10718	Mobile Customer Application	Need	New Investment					
	11530	Occupational Health and Wellness (OHAW) Technology Prioritization and Implementation	Need	New Investment					
	11529	Paperwork Reduction Using Digital Forms and e-Signatures	Need	New Investment			✓		
	10667	Paratransit Technology Scheduling System	Need	New Investment			✓		
	10977	Pension Administration System Upgrade	Need	New Investment		✓	✓		
	10880	Police Dispatch and Records Management	Need	New Investment			✓		
	10328	Project Management and Reporting Tool	Need	New Investment			✓		
	11079	Public Participation Management System Enhancement	Project	New Investment		✓	✓		
	11119	Radio Frequency Identification (RFID) Tags for Track Location Data	Need	New Investment			✓		
	10814	Rail Operations Control Center (ROCC) Software Replacement	Need	New Investment					
	11457	Rail Ridership Survey Mobile Application Development	Need	New Investment			✓	ROM	\$750
	10962	Recruitment & Hiring Technology Improvements	Need	New Investment		✓	✓		
	11445	Shared Technology Process Modernization	Need	New Investment			✓		
	11463	Software Asset Management System and Processes	Need	New Investment			✓		



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	11472	Solution to Consolidate Employee Complaints	Need	New Investment			✓		
	10466	Strategic Work Planning Solution - Roadway & Facilities	Need	New Investment	✓				
	10959	Supervisory Control and Data Acquisition (SCADA) Network Switch Replacement	Need	State of Good Repair		✓		ROM	\$3,700
	11480	Vendor Management - Execution & Optimization	Need	New Investment	✓				
	10733	Virtual Desktop Infrastructure (VDI) Workforce Transformation Project	Need	New Investment					
	11468	Vulnerability & Patch Management Program	Need	State of Good Repair					
<b>CIP8032</b>		<b>Future Metro Transit Police Projects</b>			<b>\$250</b>	<b>\$8,850</b>	<b>\$25,726</b>		
	11133	Chemical, Biological, Radiological and Nuclear (CBRN) Systemwide Upgrade - Demonstration	Need	State of Good Repair	✓		✓	ROM	\$350
	10835	Consolidated Police Training Facility Study	Need	Study	✓		✓		
	11534	L'Enfant Plaza Transit Police Room Construction	Need	New Investment		✓		ROM	\$2,052
	11136	Security Operations Control Center (SOCC) Rehabilitation & Upgrades	Need	Assessment	✓				
	11120	Special Police Guard Booths - Rehabilitation & Replacement	Need	State of Good Repair		✓		ROM	\$3,536
	10727	Threat and Vulnerability Assessment (TVA) Remediation	Need	State of Good Repair	✓				
	10645	Vehicle Access Barriers Improvements	Need	New Investment		✓		ROM	\$4,288
	11132	Vehicle Access Barriers State of Good Repair	Need	State of Good Repair		✓			
<b>CIP8033</b>		<b>D&amp;E Support Equipment Improvements</b>			<b>\$0</b>	<b>\$1,158</b>	<b>\$1,158</b>		
	10215	Defining a Continuous Commissioning Program for Metro-owned Facilities	Need	Strategy	✓				
	10507	Digital Customer Experience Strategy	Project	Strategy					
	10385	Energy Monitoring and Smart Metering Software and System	Need	New Investment	✓				
	10198	Heating, Ventilation, and Air Conditioning (HVAC) and Building Automation Systems Inventory and Assessment	Need	Assessment	✓				
<b>CIP8034</b>		<b>Future Support Equipment Projects</b>			<b>\$500</b>	<b>\$20,759</b>	<b>\$234,677</b>		
	10506	Communications Field Office Renovation	Need	State of Good Repair	✓		✓	ROM	\$7,608
	11868	Consolidated Metro Training Facility	Need	New Investment	✓			ROM	\$170,310
	11166	Occupational Health and Wellness Department (OHAW) Medical Equipment	Program	State of Good Repair	✓				



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	11192	Radio State of Good Repair	Need	State of Good Repair			✓	ROM	\$40,000
	11680	Silver Line Phase 2 - Aerial Access Towers	Need	New Investment			✓	ROM	\$10,000
	10442	Telegraph Road Office Renovation	Need	State of Good Repair			✓	ROM	\$1,759
<b>CRB0005</b>		<b>Planning Support for the District of Columbia</b>			<b>\$997</b>	<b>\$5,997</b>	<b>\$9,997</b>		
	10626	Project Development Program - DC	Program	Assessment	✓	✓	✓		
<b>CRB0009</b>		<b>Planning Support for Maryland Jurisdictions</b>			<b>\$931</b>	<b>\$5,931</b>	<b>\$9,931</b>		
	10628	Project Development Program - MD	Program	Assessment	✓	✓	✓		
<b>CRB0018</b>		<b>Planning Support for Virginia Jurisdictions</b>			<b>\$993</b>	<b>\$5,993</b>	<b>\$9,993</b>		
	10848	Crystal City Metrorail Station New East Entrance	Project	New Investment	✓	✓	✓		
	10627	Project Development Program - VA	Program	Assessment	✓	✓	✓		
<b>Category: Rail Systems</b>									
<b>CIP0076</b>		<b>Rail System Power Upgrades</b>			<b>\$5,856</b>	<b>\$5,856</b>	<b>\$5,856</b>		
	10008	Rail Power Infrastructure Upgrades	Project	New Investment	✓	✓	✓	TPC	\$64,237
<b>CIP0136</b>		<b>Radio Infrastructure Replacement</b>			<b>\$49,874</b>	<b>\$50,876</b>	<b>\$50,876</b>		
	10788	Radio Corrective Maintenance	Corrective Maintenance	State of Good Repair	✓	✓	✓		
	10558	Radio Infrastructure Replacement and Band Relocation	Project	State of Good Repair	✓	✓	✓	TPC	\$436,687
<b>CIP0251</b>		<b>Automatic Train Control State of Good Repair</b>			<b>\$80,164</b>	<b>\$561,728</b>	<b>\$972,686</b>		
	11675	Automatic Train Control (ATC) - Implementation of Structural Concrete Repairs at Switch Machine Locations	Need	State of Good Repair		✓	✓	ROM	\$48,994
	11674	Automatic Train Control (ATC) - Structural Concrete Inspections at 125 Switch Machine Locations	Project	Assessment					
	11169	Automatic Train Control (ATC) - Wayside Intrusion Detection Warning (IDW) System Strategy	Project	Study		✓	✓		
	11756	Automatic Train Control (ATC) AutoCad Drawings	Need	Design		✓	✓	ROM	\$150
	11671	Automatic Train Control (ATC) Axle Counter Demonstration	Need	Assessment		✓	✓	ROM	\$422
	10477	Automatic Train Control (ATC) High Current Bond Replacement	Project	New Investment	✓	✓	✓		
	11419	Automatic Train Control (ATC) Inventory Control Assessment	Project	Assessment					



CIP

11754	Automatic Train Control (ATC) Load Flow Study for CBTC Train Separation	Need	Study	✓	✓	ROM	\$5,000
11755	Automatic Train Control (ATC) Operational Rationalization Study	Need	Study	✓	✓		
11752	Automatic Train Control (ATC) Permanent Installation of Emergency Lighting at Outdoor Interlockings	Need	New Investment	✓	✓	ROM	\$5,000
11676	Automatic Train Control (ATC) Switch Machine Demonstration	Need	Study	✓	✓	ROM	\$573
11705	Automatic Train Control (ATC) Switch Machine Demonstration- Study	Project	Study	✓	✓		
10501	Automatic Train Control (ATC) Switch Machine Replacement	Program	State of Good Repair	✓	✓		
10494	Automatic Train Control (ATC) Track Circuit Cable Replacement Program	Program	State of Good Repair				
11420	Automatic Train Control (ATC) Track Switch Heater Replacement - Business Case	Project	Business Case	✓	✓		
11677	Automatic Train Control (ATC) Train Control Room Renewal	Project	State of Good Repair	✓	✓	TPC	\$239,561
11757	Automatic Train Control (ATC) Train Control Room Revitalization Assessment	Need	Assessment	✓	✓		
11070	Automatic Train Control Brentwood Railyard Rehabilitation	Need	State of Good Repair	✓	✓	ROM	\$55,115
10789	Automatic Train Control Corrective Maintenance	Corrective Maintenance	State of Good Repair	✓	✓		
10475	Automatic Train Control Engineering Modification Instructions Development and Implementation Program	Program	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	✓	✓		
11421	Automatic Train Control Replacement of Power Transfer Switches	Need	State of Good Repair	✓	✓		
10983	Automatic Train Control Track Circuit Cable Testing and Replacement	Program	State of Good Repair	✓	✓		
11261	Automatic Train Control Track Snow Melter Replacement	Need	State of Good Repair	✓	✓	ROM	\$9,395
11316	Automatic Train Control Training Lab 2	Need	New Investment	✓	✓		
11074	Automatic Train Control West Falls Church Railyard Rehabilitation	Need	State of Good Repair	✓	✓	ROM	\$42,948



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	11801	Communications Based Train Control (CBTC) Strategic Program Implementation Plan Development	Need	Strategy	✓	✓	✓	ROM	\$8,000
	11753	Fiber Connectivity and Non-Vital Processors for Two Automatic Train Control Room	Need	State of Good Repair	✓	✓	✓	ROM	\$3,500
	11733	HVAC Replacement - Friendship Heights Train Control Room	Need	State of Good Repair	✓	✓	✓	ROM	\$3,500
	11360	Intrusion Detection Warning System Assessment and Solution Implementation	Need	Assessment	✓	✓	✓	ROM	\$7,500
	10479	Intrusion Detection Warning System Replacement	Need	State of Good Repair	✓	✓	✓	ROM	\$36,000
	11294	Return to Automatic Train Operations	Project	State of Good Repair	✓	✓	✓	ROM	\$36,000
<b>CIP0253</b>		<b>Traction Power State of Good Repair</b>			<b>\$97,282</b>	<b>\$644,313</b>	<b>\$1,540,845</b>		
	10039	AC Room Switchgear Protections, Transfer Controls, Monitoring, and Arc Flash Systems Demonstration	Project	New Investment	✓	✓	✓	ROM	\$2,500
	11254	Braking Energy Recovery Battery Storage Systems	Need	New Investment	✓	✓	✓	ROM	\$115,613
	10798	Braking Energy Recovery Installation Systemwide	Need	New Investment	✓	✓	✓	ROM	\$115,613
	11090	Braking Energy Recovery Testing and Measurement	Need	Study	✓	✓	✓	ROM	\$6,259
	11346	Braking Energy Recovery Transfer Trip Protection	Project	New Investment	✓	✓	✓	TPC	\$6,259
	11679	Power Rehabilitation at Railyards- System Wide Condition Assessments and Alexandria Yard Design	Need	Assessment	✓	✓	✓	ROM	\$3,500
	11025	Power State of Good Repair Meggering and Replacement	Program	State of Good Repair	✓	✓	✓	ROM	\$21,532
	10319	Railyard to Mainline Power Isolation System Upgrades	Need	New Investment	✓	✓	✓	ROM	\$50
	11369	Silver Line Phase 1 & 2 Power Room Temperature Sensor Installation	Need	State of Good Repair	✓	✓	✓	ROM	\$50
	11395	Systemwide Traction Power Retrofits - Phase 1	Need	New Investment	✓	✓	✓	ROM	\$15,000
	10972	Systemwide Traction Power Retrofits for Non-Tagging Relay Locations	Need	New Investment	✓	✓	✓	ROM	\$7,424
	11622	Tagging Relay Design and Systemwide Implementation plus SCADA updates	Project	New Investment	✓	✓	✓	TPC	\$5,500
	10791	Traction Power Corrective Maintenance	Corrective Maintenance	State of Good Repair	✓	✓	✓	ROM	\$5,500



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	11021	Traction Power State of Good Repair - Contract 3	Need	State of Good Repair	✓	✓	✓	ROM	\$358,455
	11022	Traction Power State of Good Repair - Contract 4	Need	State of Good Repair		✓	✓	ROM	\$338,008
	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	Project	State of Good Repair	✓	✓	✓	TPC	\$285,500
	10974	Transformer Dissolved Gas Analyzer (DGA) Connectivity Equipment	Project	State of Good Repair					
<b>CIP0257</b>		<b>Emergency Trip Station (ETS) Rehabilitation</b>			<b>\$0</b>	<b>\$5,000</b>	<b>\$335,628</b>		
	11023	Blue Light Emergency Trip Station (ETS) System Replacement	Need	State of Good Repair	✓	✓	✓	ROM	\$336,250
	11393	Emergency Trip Station (ETS) Telephone Corrective Maintenance	Corrective Maintenance	State of Good Repair					
<b>CIP0286</b>		<b>Power Generator Replacement</b>			<b>\$2,326</b>	<b>\$37,417</b>	<b>\$63,861</b>		
	10043	Permanent Generator System Replacement	Project	State of Good Repair	✓	✓	✓	TPC	\$42,550
	11707	Permanent Generator System Replacement – 19 Locations	Need	State of Good Repair	✓	✓	✓	ROM	\$22,500
<b>CIP0332</b>		<b>Fiber Optic Cable Installation</b>			<b>\$87,166</b>	<b>\$223,675</b>	<b>\$223,675</b>		
	10988	Fiber Optic Cable Installation for Ancillary Rooms	Project	New Investment	✓	✓	✓	TPC	\$340,390
<b>CIP8007</b>		<b>D&amp;E Electrical Improvements</b>			<b>\$150</b>	<b>\$1,175</b>	<b>\$1,575</b>		
	11424	Braking Energy Recovery Installation Systemwide Strategy	Need	Strategy		✓	✓		
	11368	Energy Storage System Program Support	Need	New Investment			✓		
	11232	Low Voltage Power Condition Assessment	Need	Assessment		✓	✓		
	10960	Metallic Dust Ventilation in Tunnels Study	Need	Study		✓	✓		
	10891	Running Rail Heat Tape Pilot Phase 2	Project	Study					
	11425	Silver Line Phase-1 DC switchgear Transfer Trip Business Case	Need	Business Case		✓	✓		
	11367	Silver Line Phase-1 DC switchgear Transfer Trip Pilot	Need	Study		✓	✓	ROM	\$75
	11200	Third Rail Heat Tape Study	Need	Study	✓	✓	✓		
	11423	Traction Power - Stray Current Monitoring System - Business Case	Project	Business Case		✓	✓		
	10971	Traction Power Test Equipment Replacement	Project	State of Good Repair	✓	✓	✓		
	11422	Voltage and Track Switch Sensing Device Study	Need	Business Case		✓	✓		
<b>CIP8008</b>		<b>Future Traction Power Projects</b>			<b>\$0</b>	<b>\$37,714</b>	<b>\$354,475</b>		



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	11026	Alexandria 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	✓	✓	✓		
	11082	Brentwood Railyard Tower and Yard Contact Rails (YCR) upgrades	Need	State of Good Repair	✓	✓	✓		
	11645	Franconia-Springfield Access Road Improvements	Need	State of Good Repair	✓	✓	✓	ROM	\$754
	11084	Glenmont 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	✓	✓	✓		
	10969	High Voltage Stray Current Monitoring System	Need	New Investment		✓	✓	ROM	\$79,342
	11290	Improvements in Ventilation in Tunnels: Metallic Dust	Need	State of Good Repair		✓	✓	ROM	\$754
	10955	Interconnect Fire Alarm to De-energize Traction Power Equipment	Need	New Investment		✓	✓	ROM	\$57,062
	11081	New Carrollton Railyard Tower and Yard Contact Rails (YCR) upgrades	Need	State of Good Repair	✓	✓	✓		
	10964	Running Rail Heat Tape Implementation	Need	New Investment		✓	✓	ROM	\$6,546
	11085	Shady Grove Railyard Tower and Yard Contact Rails (YCR) upgrades	Need	State of Good Repair	✓	✓	✓		
	11172	Third Rail Heat Tape Implementation	Need	New Investment	✓	✓	✓	ROM	\$122,140
	11171	Traction Power Equipment Test Bay Replacement at West Falls Church Railyard	Need	New Investment		✓	✓	ROM	\$2,417
	10970	Traction Power Ground Grid State of Good Repair Monitoring and Remediation	Need	State of Good Repair	✓	✓	✓		
	11067	Union Station Ceiling Repair	Need	State of Good Repair	✓	✓	✓		
	11370	Voltage and Track Switch Sensing Device Installation	Need	New Investment		✓	✓	ROM	\$3,500
	11086	West Falls Church Railyard Tower and Yard Contact Rails (YCR) upgrades	Need	State of Good Repair		✓	✓		
<b>CIP8010</b>		<b>Future Signals and Communications Improvements</b>			<b>\$0</b>	<b>\$28,200</b>	<b>\$238,200</b>		
	10474	Automatic Train Control (ATC) Next Generation Implementation	Need	New Investment	✓	✓	✓	ROM	\$7,000,000
<b>Category: Railcar and Railcar Facilities</b>									
<b>CIP0059</b>		<b>8000-Series Railcars</b>			<b>\$57,136</b>	<b>\$828,241</b>	<b>\$1,699,814</b>		



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	10661	2000 & 3000-Series Railcar Removal and Disposal	Project	State of Good Repair	✓	✓	✓		
	10799	8000-Series Procurement Options Evaluation	Need	Study	✓	✓	✓		
	10800	8000-Series Railcars Options Execution	Need	State of Good Repair	✓	✓	✓	ROM	\$850,171
	11239	Railcar Acquisition and Testing - 8000 Series Option 1	Project	State of Good Repair	✓	✓	✓		
	10002	Railcar Acquisition and Testing - 8000 Series Base	Project	State of Good Repair	✓	✓	✓	TPC	\$905,319
<b>CIP0063</b>		<b>Rail Vehicle Scheduled Maintenance Program</b>			<b>\$93,814</b>	<b>\$539,871</b>	<b>\$961,054</b>		
	10058	6000-Series Railcar Scheduled Rehabilitation	Program	State of Good Repair	✓	✓	✓		
	10024	7000-Series Railcar Scheduled Rehabilitation	Program	State of Good Repair	✓	✓	✓		
	10658	Automatic Wayside Inspection System for Railcars (Demonstration)	Project	New Investment	✓	✓	✓		
	10785	Railcar Corrective Maintenance	Corrective Maintenance	State of Good Repair	✓	✓	✓		
	10554	Railcar Rehabilitation Program Support	Program	State of Good Repair	✓	✓	✓		
<b>CIP0067</b>		<b>Rail Vehicle Safety &amp; Reliability Improvements</b>			<b>\$3,643</b>	<b>\$18,015</b>	<b>\$31,143</b>		
	11641	Automatic Wayside Inspection System (AWIS) For Rolling Stock	Project	New Investment	✓	✓	✓		
	10530	Railcar Engineering Services	Program	State of Good Repair	✓	✓	✓		
<b>CIP0142</b>		<b>Rail Vehicle Preventive Maintenance</b>			<b>\$155,000</b>	<b>\$450,000</b>	<b>\$686,000</b>		
	10559	Railcar Preventive Maintenance	Program	State of Good Repair	✓	✓	✓		
<b>CIP0204</b>		<b>Railcar Rooftop Access Platform</b>			<b>\$356</b>	<b>\$788</b>	<b>\$788</b>		
	11809	Greenbelt S&I Shop Fire Line Relocation	Project	State of Good Repair					
	10356	Railcar Rooftop Access Platforms Construction at Five Railyards	Project	New Investment	✓	✓	✓	TPC	\$5,970
<b>CIP0225</b>		<b>Railcar Repair and Maintenance Facility</b>			<b>\$62,468</b>	<b>\$536,980</b>	<b>\$536,980</b>		
	10445	Railcar Repair and Maintenance Facility	Project	New Investment	✓	✓	✓	TPC	\$467,000
<b>CIP0256</b>		<b>7000-Series Railcars</b>			<b>\$36,654</b>	<b>\$284,752</b>	<b>\$284,752</b>		
	11304	7000 Series Railcar Training Simulators Space Buildout	Project	State of Good Repair	✓	✓	✓		
	11825	7000-Series Railcar Derailment Investigation	Project	New Investment					
	10566	Railcar Replacement - 7000 Series Acquisition	Project	State of Good Repair	✓	✓	✓		
	10684	Railcar Training Simulators	Project	State of Good Repair	✓	✓	✓		





## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
<b>CIP0279</b>		<b>Railyard Shop Equipment Replacement</b>			<b>\$1,000</b>	<b>\$3,550</b>	<b>\$5,550</b>		
	11377	Building 'G' at Greenbelt Yard Electrical Improvements	Project	State of Good Repair		✓	✓		
	10688	Railyard Shop Equipment Rehabilitation Program	Program	State of Good Repair	✓	✓	✓		
<b>CIP0283</b>		<b>Railcar Maintenance Facilities State of Good Repair</b>			<b>\$0</b>	<b>\$26,701</b>	<b>\$166,700</b>		
	10259	Railcar Wash Facility Rehabilitation at All Railyards	Need	State of Good Repair		✓	✓	ROM	\$166,700
<b>CIP0284</b>		<b>Railyard Facility and Site Rehabilitation</b>			<b>\$4,900</b>	<b>\$67,939</b>	<b>\$1,062,641</b>		
	11709	7000-Series Testing Stands	Project	New Investment		✓	✓		
	10721	Annex-to-the-Annex Building at Greenbelt Yard	Need	New Investment			✓	ROM	\$14,760
	11643	Automated Track Inspection Vehicle (ATIV) Supportive Infrastructure	Need	New Investment	✓	✓	✓		
	11064	Cable Trough Rehabilitation in West Falls Church Railyard	Project	State of Good Repair	✓	✓	✓	TPC	\$14,606
	10050	Emergency Fuel Shut Off Relocation	Project	State of Good Repair		✓	✓		
	11843	Greenbelt Yard Car Maintenance Storage	Need	New Investment			✓	ROM	\$6,500
	11374	Greenbelt Yard Sewage Lift Station Design and Relocation	Project	Design	✓	✓	✓	TPC	\$1,652
	11740	New Carrollton CTEM Shop Crane	Need	New Investment		✓	✓	ROM	\$240
	11737	New Carrollton Railyard CTEM Shop Apron	Need	State of Good Repair		✓	✓	ROM	\$4,500
	11769	New Carrollton Railyard CTEM Shop Mezzanine	Need	New Investment			✓	ROM	\$750
	11770	New Carrollton Railyard CTEM Shop Parts Cleaning Shed	Need	New Investment			✓	ROM	\$250
	11827	New Carrollton Railyard Train Storage Yard Lighting	Need	New Investment			✓	ROM	\$515
	11578	Railyard Operational Optimization Improvements	Need	New Investment		✓	✓	ROM	\$442,388
	11579	Railyard Revenue Service Expansion Investments	Need	New Investment			✓	ROM	\$499,000
	11577	Railyard State of Good Repair Investments	Need	State of Good Repair		✓	✓	ROM	\$279,000
	10775	Track and Structures Systems Maintenance Building Renovation	Need	State of Good Repair			✓	ROM	\$539
<b>CIP8001</b>		<b>D&amp;E Railcar Acquisition</b>			<b>\$500</b>	<b>\$979</b>	<b>\$979</b>		
	10803	Railcar Fleet Plan Update	Need	Study	✓	✓	✓		
	10961	Railcar Transport Vehicle Acquisition	Need	New Investment		✓	✓	ROM	\$327
	10963	Re-Rail Maintenance Trucks Acquisition	Need	State of Good Repair		✓	✓		



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
<b>CIP8005</b>		<b>D&amp;E Rail Yard Improvements</b>			<b>\$500</b>	<b>\$16,626</b>	<b>\$417,143</b>		
	11129	Auth Place Rehabilitation Assessment	Project	Business Case	✓	✓	✓		
	11123	Employee Parking Facilities Assessment	Need	Assessment		✓	✓		
	11240	Employee Parking Facilities Construction	Need	New Investment		✓	✓	ROM	\$5,000
	11127	Open Materials Storage Building Rehabilitation	Need	State of Good Repair	✓	✓	✓	ROM	\$14,876
	11208	Railcar Heavy Repair and Overhaul Facility Phase 2	Need	New Investment		✓	✓	ROM	\$387,776
	10686	Railyard Rehabilitation and Optimization Study	Project	Study	✓	✓	✓		
	11128	Salt Storage Facility Rehabilitation	Need	State of Good Repair	✓	✓	✓	ROM	\$8,491
<b>CRB0019</b>		<b>D&amp;E Passenger Facility Improvements</b>			<b>\$4,350</b>	<b>\$21,060</b>	<b>\$21,060</b>		
	10572	Silver Line Phase 1 Railcars Acquisition	Project	New Investment	✓	✓	✓		
<b>CRB0020</b>		<b>Future Station Systems</b>			<b>\$3,583</b>	<b>\$18,898</b>	<b>\$18,898</b>		
	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					
	10605	Silver Line Phase 2 Operations Start-Up and Testing	Project	New Investment					
	10603	Silver Line Phase 2 Rail Operations Control Center Integration	Project	New Investment					
	10574	Silver Line Phase 2 Railcars Acquisition	Project	New Investment	✓	✓	✓		
	10602	Silver Line Phase 2 Signage and Graphics	Project	New Investment					
	10604	Silver Line Phase 2 WMATA Technical and Construction Oversight	Project	New Investment					
<b>Category: Stations and Passenger Facilities</b>									
<b>CIP0035</b>		<b>Bicycle and Pedestrian Facility Rehabilitation</b>			<b>\$662</b>	<b>\$7,328</b>	<b>\$59,823</b>		
	11651	Addison Road Pedestrian and Bicycle Access Improvements	Need	New Investment		✓	✓	ROM	\$119
	11650	Anacostia North Pedestrian Access Improvements	Need	New Investment		✓	✓	ROM	\$161
	11000	Bicycle Facilities Replacement	Need	State of Good Repair		✓	✓		
	11831	Bike & Ride Facility Design and Construction	Need	New Investment		✓	✓	ROM	\$10,582
	11490	Branch Avenue Metrorail Station Pedestrian and Bicycle Access Improvements	Need	State of Good Repair		✓	✓		



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	11498	Brookland Metrorail Station ADA Accessibility Improvements	Need	New Investment			✓		
	11824	Cargo Bicycle Lockers	Need	New Investment			✓	ROM	\$6,295
	11516	College Park Metrorail Station West Entrance Improvements	Need	New Investment			✓	ROM	\$1,457
	11523	East Falls Church Metrorail Station Pedestrian and Bicycle Access Improvements	Need	New Investment			✓		
	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			✓		
	11522	Huntington Pedestrian and Bicycle Access Improvements	Need	New Investment			✓		
	11345	Installation of Bicycle Facilities	Project	State of Good Repair	✓	✓	✓	TPC	\$7,373
	11521	Naylor Road Metrorail Station Pedestrian and Bicycle Access Improvements	Need	New Investment			✓		
	11520	Shady Grove Metrorail Station Pedestrian and Bicycle Access Improvements	Need	New Investment			✓		
	11489	Sidewalk Replacement at Benning Road Metrorail Station	Need	State of Good Repair		✓	✓		
	11519	Southern Avenue Pedestrian and Bicycle Access Improvements	Need	New Investment			✓		
	11524	Study of Multimodal Access Improvements at Hyattsville Crossing	Need	Study		✓	✓		
	11518	Suitland Pedestrian and Bicycle Access Improvements	Need	New Investment			✓		
	11517	Twinbrook Pedestrian and Bicycle Access Improvements	Need	New Investment			✓		
	11491	Van Dorn Metrorail Station Pedestrian and Bicycle Access Improvements	Need	State of Good Repair		✓	✓		
	11455	Vienna Pedestrian & Bicycle Access Improvements	Need	New Investment			✓		
	11456	West Hyattsville Pedestrian & Bicycle Access Improvements	Need	New Investment			✓		
<b>CIP0072</b>		<b>Elevator Rehabilitation Program</b>			<b>\$6,592</b>	<b>\$45,710</b>	<b>\$94,934</b>		
	11722	Elevator Head House Rehabilitation Program	Need	State of Good Repair			✓	ROM	\$3,500
	10021	Elevator Rehabilitation - 100 Elevators at 54 Locations	Project	State of Good Repair	✓	✓	✓	TPC	\$85,931
	11777	Elevator Rehabilitation - Future	Need	State of Good Repair			✓		



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	11323	Elevator Rehabilitation Program	Project	State of Good Repair				TPC	\$8,287
<b>CIP0073</b>		<b>Escalator Rehabilitation Program</b>			<b>\$20,921</b>	<b>\$105,719</b>	<b>\$157,119</b>		
	10786	Escalator Corrective Maintenance Program	Corrective Maintenance	State of Good Repair	✓	✓	✓		
	11758	Escalator Panel Cladding	Need	State of Good Repair	✓	✓	✓	ROM	\$3,500
	11325	Escalator Rehabilitation Program	Project	State of Good Repair	✓	✓	✓	TPC	\$73,446
	10026	Escalator Rehabilitation Program	Program	State of Good Repair	✓	✓	✓		
	10870	Stairway Construction to Improve Vertical Circulation	Program	New Investment	✓	✓	✓		
<b>CIP0087</b>		<b>Station and Facility Restoration Program</b>			<b>\$13,566</b>	<b>\$83,405</b>	<b>\$140,261</b>		
	10894	Rail Station Breakroom Renovation and Construction	Project	State of Good Repair	✓	✓	✓		
	10787	Station Corrective Maintenance Program	Corrective Maintenance	State of Good Repair	✓	✓	✓		
	10001	Stations and Facilities Restoration Program	Program	State of Good Repair	✓	✓	✓		
<b>CIP0088</b>		<b>Station Entrance Canopy Installation</b>			<b>\$8,837</b>	<b>\$37,260</b>	<b>\$37,260</b>		
	10100	Station Entrance Escalator Canopies Installation - Phase 4	Project	State of Good Repair	✓	✓	✓	TPC	\$51,500
	10174	Station Platform Canopy - Development and Update of SOPs for Preventative Maintenance	Need	Assessment					
<b>CIP0108</b>		<b>Rhode Island Avenue Station Structural Repair</b>			<b>\$0</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>\$7,496</b>	<b>\$49,235</b>	<b>\$86,589</b>		
	11725	Elevator Electronic Signage Display	Need	New Investment	✓	✓	✓	ROM	\$750
	10393	Escalator and Elevator Overhaul	Program	State of Good Repair	✓	✓	✓		
<b>CIP0145</b>		<b>Facility Security Monitoring Equipment Program</b>			<b>\$14,702</b>	<b>\$95,766</b>	<b>\$385,409</b>		
	11510	Electronic Security System (ESS) Improvement - Parking Garages	Project	New Investment	✓	✓	✓	TPC	\$6,492
	11511	Electronic Security System (ESS) Improvement of Coverage - Railyards	Project	New Investment	✓	✓	✓		
	10075	Electronic Security System (ESS) Maintenance, OneBadge Phase 2, and New Restroom Access for Bus Operators at 4 Metro Stations	Project	New Investment				TPC	\$6,704
	10287	Electronic Security Systems (ESS) Server and Software Maintenance	Need	State of Good Repair	✓	✓	✓	ROM	\$11,462



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	11567	Extension of Security Camera Coverage to Interlockings	Need	New Investment			✓	ROM	\$6,426
	11365	Facility Security Equipment Program - NOMA-Gallaudet Metrorail Station Camera Replacement	Project	State of Good Repair				TPC	\$2,648
	11850	Installation of Cameras Throughout the Rail Tunnel Network	Need	New Investment	✓		✓		
	10656	Internet Protocol (IP) Intercom Replacement	Need	State of Good Repair		✓	✓	ROM	\$34,552
	11514	Metrorail Station Intercom System Replacement - Three Stations	Need	State of Good Repair	✓	✓	✓	ROM	\$1,800
	11513	Public Address (PA) System Upgrades	Need	State of Good Repair		✓	✓	ROM	\$110,223
	11559	Replace Intrusion Detection and Access Control Systems at Platforms 1 and 2 Locations (10 locations)	Need	State of Good Repair		✓	✓		
	10997	Security Camera Lifecycle Replacement	Need	State of Good Repair	✓	✓	✓	ROM	\$9,480
	11442	Station Manager Kiosk Security Video Viewing Equipment	Need	State of Good Repair		✓	✓	ROM	\$2,464
	11832	Tunnel Camera Demonstration	Need	New Investment	✓	✓	✓	ROM	\$2,400
<b>CIP0151</b>		<b>Rail Station Cooling Rehabilitation Program</b>			<b>\$9,295</b>	<b>\$18,657</b>	<b>\$81,157</b>		
	11779	Cooling System for Ancillary Rooms in Stations	Need	State of Good Repair					
	11778	Courthouse & Rosslyn Chilled Water Piping	Need	State of Good Repair		✓	✓		
	11780	Station Chilled Water Plants Rehabilitation	Need	State of Good Repair			✓		
	11428	Station Cooling Systems - Tunnel Chilled Water Piping	Need	State of Good Repair			✓		
	11572	Station Cooling Systems Rehabilitation	Need	State of Good Repair			✓	ROM	\$12,500
	10020	Station Cooling Systems Upgrade & Rehabilitation of 5 Chillers and 4 Facilities	Project	State of Good Repair	✓	✓	✓	TPC	\$23,180
	11700	Tunnel Chilled Water Piping Assessment	Need	Assessment			✓		
<b>CIP0152</b>		<b>Parking Garage and Surface Lot Rehabilitation</b>			<b>\$19,250</b>	<b>\$116,106</b>	<b>\$230,806</b>		
	11767	McLean New Parking Lot Construction - Design and Business Case	Need	Business Case		✓	✓	ROM	\$800
	11012	Parking Facility Inspection Program	Program	State of Good Repair	✓	✓	✓		
	11804	Parking Facility Preventive Maintenance -- Future	Need	State of Good Repair		✓	✓		
	10526	Parking Facility Preventive Maintenance Program	Project	State of Good Repair	✓	✓	✓	TPC	\$22,981
	11764	Parking Garage Pedestrian Door Replacement	Need	State of Good Repair		✓	✓	ROM	\$1,250



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	11363	Parking Garage Rehabilitation	Project	State of Good Repair	✓	✓	✓	TPC	\$32,418
	11693	Parking Garage Rehabilitation - Shady Grove South	Project	State of Good Repair	✓	✓	✓	TPC	\$10,421
	10027	Parking Garage Rehabilitation Program	Need	State of Good Repair	✓	✓	✓	ROM	\$197,154
	11362	Parking Garage/Surface Lot Rehabilitation Program	Project	State of Good Repair				TPC	\$7,611
	11696	Parking Immediate Corrective Maintenance Program	Need	State of Good Repair				ROM	\$3,500
	11694	Surface Parking Lot Rehabilitation - Group 2	Need	State of Good Repair	✓	✓	✓	ROM	\$147,844
	10078	Surface Parking Lots Rehabilitation Program	Need	State of Good Repair	✓	✓	✓	ROM	\$147,844
<b>CIP0185</b>		<b>Escalator Replacement</b>			<b>\$34,760</b>	<b>\$126,250</b>	<b>\$301,250</b>		
	11558	Escalator Replacement	Need	State of Good Repair			✓		
	10325	Escalator Replacement - 2021 Contract	Project	State of Good Repair	✓	✓	✓	TPC	\$216,722
<b>CIP0218</b>		<b>Metrorail Station Improvements</b>			<b>\$1,901</b>	<b>\$28,818</b>	<b>\$28,818</b>		
	10301	Metrorail Station Entrance Gates Replacement	Project	State of Good Repair	✓	✓	✓	TPC	\$6,566
	10757	Tunnel Emergency Egress Rehabilitation Project	Need	State of Good Repair		✓	✓		
<b>CIP0219</b>		<b>Rail Station Lighting Improvements</b>			<b>\$59,980</b>	<b>\$141,694</b>	<b>\$293,110</b>		
	10047	Aboveground Station Lighting Installation	Need	State of Good Repair		✓	✓	ROM	\$42,821
	11397	Bus Maintenance Facility Site Lighting Improvements	Need	State of Good Repair			✓	ROM	\$5,044
	10512	Platform Level LED Lighting Replacement	Need	State of Good Repair		✓	✓	ROM	\$37,160
	11819	Site Lighting Replacement Program	Need	State of Good Repair		✓	✓	ROM	\$57,798
	10010	Site Lighting Replacements - Phase 2	Project	State of Good Repair	✓	✓	✓	TPC	\$37,569
	10062	Station Platform Edge Lighting Replacement	Project	State of Good Repair	✓	✓	✓	TPC	\$86,600
	10048	Underground Station Lighting and Ceiling Tile Installation	Need	State of Good Repair		✓	✓	ROM	\$34,271
<b>CIP0241</b>		<b>Flood Resiliency Infrastructure Upgrades</b>			<b>\$0</b>	<b>\$5,000</b>	<b>\$29,364</b>		
	10866	Systemwide Flood Resiliency Infrastructure Upgrades Implementation	Need	State of Good Repair		✓	✓	ROM	\$29,364
	11376	Systemwide Flood Resiliency Infrastructure Upgrades Phase 2 - 10 Locations	Project	State of Good Repair					
<b>CIP0242</b>		<b>Rail System Drainage Rehabilitation Program</b>			<b>\$13,374</b>	<b>\$51,265</b>	<b>\$120,265</b>		
	11547	Drainage Pump Stations (DPS) Rehabilitation Program	Need	State of Good Repair		✓	✓		



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	10563	Seven Locations Contracted in Drainage Pump Stations (DPS) Rehabilitation Program	Project	State of Good Repair	✓	✓	✓	TPC	\$53,036
<b>CIP0252</b>		<b>Low Voltage Power State of Good Repair</b>			<b>\$34,833</b>	<b>\$164,403</b>	<b>\$296,655</b>		
	10892	AC Power Room Rehabilitation - Package 1	Project	State of Good Repair	✓	✓	✓	TPC	\$46,045
	11141	AC Power Room Rehabilitation – Package 2 (11 locations)	Project	State of Good Repair	✓	✓	✓	TPC	\$82,501
	11807	AC Power Room Rehabilitation Program	Need	State of Good Repair	✓	✓	✓	ROM	\$375,000
	10901	AC Switchgear Replacement - 2 locations	Project	State of Good Repair	✓	✓	✓	TPC	\$7,113
	11642	Garage AC Room Refurbishment	Need	State of Good Repair	✓	✓	✓	ROM	\$43,172
	11727	Low Voltage Condition Assessment - Right of Way	Need	Assessment	✓	✓	✓	ROM	\$2,500
	10790	Low Voltage Power Corrective Maintenance	Corrective Maintenance	State of Good Repair	✓	✓	✓		
	10191	Passenger Station AC Power Room Programmable Logic Control (PLC) Upgrade	Project	State of Good Repair	✓	✓	✓	TPC	\$11,827
	11744	Portable Generator Replacement	Need	State of Good Repair	✓	✓	✓	ROM	\$7,500
	11426	Power Room Battery Cooling	Need	New Investment	✓	✓	✓	ROM	\$5,000
<b>CIP0255</b>		<b>Fare Collection Modernization</b>			<b>\$55,502</b>	<b>\$294,025</b>	<b>\$294,025</b>		
	11098	Bus and Retail Autoload Software Enhancement	Project	New Investment	✓	✓	✓	TPC	\$4,451
	11097	Exit Fare Machine Modernization	Project	State of Good Repair	✓	✓	✓	TPC	\$5,186
	10064	Fare Collection Back-end Software System Update	Project	State of Good Repair	✓	✓	✓	TPC	\$84,904
	10905	Fare Collection Web Site Redesign	Project	New Investment	✓	✓	✓	TPC	\$9,398
	10902	Fare Modernization Program Support	Project	State of Good Repair	✓	✓	✓	TPC	\$34,825
	11100	High Fare Availability	Project	State of Good Repair	✓	✓	✓	TPC	\$5,721
	11773	Metrorail Systemwide Faregate Replacement - Design Modifications	Need	New Investment	✓	✓	✓	ROM	\$15,000
	11772	Metrorail Systemwide Faregate Replacement - Performance Study	Project	Study					
	11099	Mobile Ticketing 2.0 Enhancements	Project	New Investment	✓	✓	✓	TPC	\$27,027
	10453	Point of Sale Fare Purchasing System Redesign	Project	State of Good Repair	✓	✓	✓	TPC	\$2,475
	11711	Regional System Maintenance (RMSMS) - NextFare Security Refresh	Project	State of Good Repair	✓	✓	✓	TPC	\$458
	10875	System Integration to Support Faregate Replacement	Project	State of Good Repair				TPC	\$23,426



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	10430	Systemwide Fare Vending Machine Replacement	Project	State of Good Repair	✓	✓	✓	TPC	\$95,786
	10451	Systemwide Farebox Replacement Project	Project	State of Good Repair	✓	✓	✓	TPC	\$82,600
	10433	Systemwide Faregate Replacement	Project	State of Good Repair	✓	✓	✓	TPC	\$71,887
	11096	Web SmartBenefits Enhancement	Project	New Investment	✓	✓	✓	TPC	\$6,085
<b>CIP0258</b>		<b>Station and Tunnel Fire Alarm Rehabilitation</b>			<b>\$0</b>	<b>\$41,350</b>	<b>\$214,992</b>		
	10144	Fire Control Infrastructure at Stations	Need	State of Good Repair	✓	✓	✓	ROM	\$118,217
	11720	Silver Line Phase 2 Fire Alarm Improvements	Project	State of Good Repair	✓	✓	✓		
	10513	Tunnel Smoke Detection Demonstration Program	Project	New Investment					
	11197	Tunnel Smoke Detection Study	Need	Study					
	10714	Tunnel Smoke Detection System Full Implementation	Need	New Investment	✓	✓	✓	ROM	\$114,220
<b>CIP0272</b>		<b>Digital Display and Wayfinding Improvements</b>			<b>\$1,000</b>	<b>\$35,000</b>	<b>\$153,000</b>		
	11774	Customer Entrance Digital Display Demonstration at Metro Center, Columbia Heights and Minnesota Avenue	Project	New Investment					
	11318	Digital Advertising Media Displays on Station Platforms	Project	State of Good Repair					
	10868	Digital Advertising Media Wallscapes	Project	New Investment					
	11857	Digital Customer Signage Outside Metrorail Stations	Need	New Investment	✓	✓	✓		
	10717	System Wayfinding Upgrade Implementation	Need	New Investment	✓	✓	✓	ROM	\$100,000
	10719	Trip Planner Upgrade	Need	New Investment			✓		
	11723	Wayfinding to Dulles Airport Signage Demonstration	Project	New Investment					
<b>CIP0276</b>		<b>Art in Transit and Station Commercialization Program</b>			<b>\$3,272</b>	<b>\$9,158</b>	<b>\$14,658</b>		
	11844	Art in Transit - Artwork for Dupont Circle Metrorail Station North Entrance	Need	New Investment	✓	✓	✓	ROM	\$800
	11870	Art in Transit Installations	Need	New Investment	✓	✓	✓	ROM	\$144
	11185	Conservation and Restoration of Art Collection	Need	State of Good Repair	✓	✓	✓		
	11101	Conservation and Restoration of Art Collection Assessment	Need	Assessment					
	11247	Customer Experience Improvements	Project	Assessment	✓	✓	✓		
	10505	Rail Station Commercialization Study	Project	Assessment	✓	✓	✓		





## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
<b>CIP0297</b>		<b>Union Station Improvements</b>			<b>\$3,928</b>	<b>\$16,694</b>	<b>\$16,694</b>		
	10576	Union Station First Street Entrance Improvements	Project	New Investment	✓	✓	✓	TPC	\$11,152
<b>CIP0302</b>		<b>Huntington Station Parking Garage Demolition</b>			<b>\$420</b>	<b>\$5,420</b>	<b>\$30,420</b>		
	10274	Huntington Metrorail Station South Parking Garage Demolition	Need	State of Good Repair	✓	✓	✓	ROM	\$30,000
	10883	Huntington Station Joint Development	Project	New Investment	✓	✓	✓		
<b>CIP0305</b>		<b>Rail Passenger Facility State of Good Repair Program</b>			<b>\$1,082</b>	<b>\$39,903</b>	<b>\$270,243</b>		
	11351	Cleaning Access Behind Parapet Walls at Below-Ground Stations	Need	State of Good Repair	✓	✓	✓	ROM	\$29,430
	10055	Sewage Ejector Replacement	Need	State of Good Repair	✓	✓	✓	ROM	\$211,700
	11818	Sewage Ejector Replacement - 14 Locations	Need	State of Good Repair	✓	✓	✓	ROM	\$40,600
	11685	Sewage Ejector Replacement - Phase A	Project	State of Good Repair	✓	✓	✓	TPC	\$28,900
	11416	Shaft Damper and Attenuator Replacement Program	Need	State of Good Repair	✓	✓	✓	ROM	\$115,973
	11548	Station Ductwork & Piping Repairs	Need	State of Good Repair	✓	✓	✓	ROM	\$3,500
	11415	Systemwide Fan Upgrades and Replacement	Need	State of Good Repair	✓	✓	✓	ROM	\$13,337
<b>CIP0310</b>		<b>Station Platform Rehabilitation - Phase 4</b>			<b>\$6,443</b>	<b>\$83,688</b>	<b>\$83,688</b>		
	11282	Stations Platform Rehabilitation Program - Phase 4	Project	State of Good Repair	✓	✓	✓	TPC	\$436,189
<b>CIP0341</b>		<b>Rail System Standpipe Replacement Program</b>			<b>\$14,262</b>	<b>\$74,858</b>	<b>\$221,858</b>		
	11762	Administrative Facility Standpipe Replacement Program	Need	State of Good Repair	✓	✓	✓	ROM	\$7,500
	11761	Station Standpipe Replacement Program	Need	State of Good Repair	✓	✓	✓	ROM	\$12,500
	11302	Station Standpipe Replacement: 4 Locations	Need	State of Good Repair	✓	✓	✓	ROM	\$23,298
	11684	Tunnel Standpipe Replacement Program	Need	State of Good Repair	✓	✓	✓		
	11343	Tunnel Standpipe Replacement Program - Green Line	Project	State of Good Repair				TPC	\$45,117
	10568	Tunnel Standpipe Replacement Program - Phase 2	Project	State of Good Repair	✓	✓	✓	TPC	\$46,396
<b>CIP0352</b>		<b>Rail Station Platform Canopy Rehabilitation Program</b>			<b>\$0</b>	<b>\$25,000</b>	<b>\$45,000</b>		
	10896	Station Platform Canopy Rehabilitation	Need	State of Good Repair	✓	✓	✓	ROM	\$83,778
	11512	Station Platform Canopy Rehabilitation - Twinbrook and Shady Grove	Project	State of Good Repair				TPC	\$3,602
<b>CIP0372</b>		<b>Station Revitalization</b>			<b>\$0</b>	<b>\$17,626</b>	<b>\$503,643</b>		



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	11784	Station Revitalization	Need	State of Good Repair	\$2,072	\$32,240	\$81,240	ROM	\$539,918
<b>CIP8015</b>		<b>D&amp;E Rail Station Improvements</b>							
	11014	American with Disabilities Act Compliance Assessment of Parking Facilities Sidewalks	Project	Assessment	✓	✓	✓		
	11549	Americans with Disabilities Act (ADA) Station Egress Assessment	Need	Assessment		✓	✓		
	10692	Columbia Heights Metrorail Station Capacity Enhancements Study	Need	Study		✓	✓	ROM	\$1,250
	10852	Escalator and Elevator Wellway Rehabilitation Study	Need	Study		✓	✓		
	10693	Federal Triangle Metrorail Station Study	Need	Study		✓	✓		
	11408	Metrorail Station Ductwork and Piping Assessment	Need	Assessment		✓	✓		
	10967	Metrorail Station Entrance Granite Caulking - Systemwide	Need	State of Good Repair		✓	✓	ROM	\$25,918
	11872	NoMa Pedestrian Tunnel	Need	New Investment			✓	ROM	\$23,700
	11550	Parking Facilities Access Roadways Inventory and Condition Assessment	Need	Assessment		✓	✓		
	11048	Rail Station Breakroom Renovation and Construction - 13 Locations	Project	State of Good Repair	✓	✓	✓		
	11781	Rail Station Mobile Breakroom Restoration	Need	State of Good Repair					
	11198	Rooms and Stations Structural Assessment	Need	Assessment		✓	✓		
	11821	Terminal Block House Rehabilitation Program	Need	State of Good Repair					
	10317	Tunnel Shaft Egress Rehabilitation Assessment	Need	Assessment		✓	✓		
<b>CIP8016</b>		<b>Future Platforms &amp; Structures</b>			\$0	\$19,351	\$447,886		
	11646	Blast Resistant Trash and Recycling Purchase and Installation	Need	New Investment			✓	ROM	\$2,886
	11410	Catholic Protection Systems Evaluation	Need	Assessment		✓	✓	ROM	\$750
	11234	Escalator and Elevator Wellway Rehabilitation Implementation	Need	State of Good Repair		✓	✓	ROM	\$14,025
	11697	Granite Edges Grout Beds at Four Red Line Locations	Need	State of Good Repair		✓	✓		
	11229	Grosvenor Station Platform & Canopy Rehabilitation	Need	State of Good Repair		✓	✓	ROM	\$47,899
	11488	Installation of Sound Treatment at Cleveland Park Chiller Plant	Need	State of Good Repair		✓	✓	ROM	\$123



# Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	11624	Metrorail Station Circulation and Accessibility Improvements	Need	New Investment	✓	✓	✓	ROM	\$33,493
	10841	Metrorail Station Passenger Capacity and Circulation Improvements	Need	New Investment		✓	✓	ROM	\$500,000
	11242	Parking Garage Booth Replacements	Need	State of Good Repair	✓	✓	✓	ROM	\$1,478
	11308	Parking Garage Standpipe Replacement	Need	State of Good Repair	✓	✓	✓	ROM	\$34,453
	11298	Solar Program - Future Investments	Need	New Investment		✓	✓	ROM	\$192,779
<b>CIP8019</b>		<b>D&amp;E Passenger Facility Improvements</b>			<b>\$0</b>	<b>\$47,846</b>	<b>\$174,996</b>		
	10303	Flood Emergency Response Plan Update	Need	Study	✓	✓	✓	ROM	\$910
	10991	Kiosk Information Display (KIDs) State of Good Repair	Need	State of Good Repair	✓	✓	✓	ROM	\$58,141
	10998	Non-Revenue Facility Intercom Replacement	Need	State of Good Repair		✓	✓	ROM	\$20,904
	10993	Non-Revenue Facility Loudspeaker Systems State of Good Repair	Need	State of Good Repair		✓	✓	ROM	\$5,656
	11011	Parking Access Revenue Control (PARC) System Replacement	Need	State of Good Repair		✓	✓	ROM	\$18,142
	10992	Passenger Information Displays (PIDs) State of Good Repair	Need	State of Good Repair	✓	✓	✓	ROM	\$16,033
	10053	Passenger Information Displays (PIDs) System Upgrade and Installation	Need	State of Good Repair	✓	✓	✓	ROM	\$60,961
	11357	Silver Line Phase 1 Signage Repair	Need	State of Good Repair	✓	✓	✓	ROM	\$883
	11687	Water Intrusion at NoMa-Gallaudet U Metrorail Station	Need	State of Good Repair	✓	✓	✓	ROM	\$2,500
<b>CRB0013</b>		<b>Potomac Yard Station Construction</b>			<b>\$12,615</b>	<b>\$19,509</b>	<b>\$19,509</b>		
	10619	New Potomac Yard Metrorail Station	Project	New Investment	✓	✓	✓	TPC	\$340,000
<b>CRB0127</b>		<b>Purple Line Construction Support</b>			<b>\$9,689</b>	<b>\$54,683</b>	<b>\$54,683</b>		
	10620	Bethesda Metrorail Station Enhancements to Connect to Purple Line	Project	New Investment	✓	✓	✓		
	11815	Bethesda Purple Line Design and Construction Support	Project	New Investment	✓	✓	✓		
	10622	College Park Station Bus Loop Reconfiguration for Purple Line Right of Way	Project	New Investment	✓	✓	✓		
	10623	New Carrollton Station Parking and Bus Bay Reconfiguration for Purple Line Right of Way	Project	New Investment	✓	✓	✓		
	11816	Other Purple Line Locations Design and Construction Support	Project	New Investment	✓	✓	✓		



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	10575	Purple Line General Support	Project	New Investment	✓	✓	✓		
	10625	Silver Spring Station and New Entrance/Mezzanine to Connect to Purple Line	Project	New Investment	✓	✓	✓		
<b>Category: Track and Structures Rehabilitation</b>									
<b>CIP0024</b>		<b>Track Rehabilitation Program</b>			<b>\$99,920</b>	<b>\$672,639</b>	<b>\$1,227,494</b>		
	10316	Chain Marker Signage Update - Implementation	Need	New Investment	✓	✓	✓		
	11833	Floating Concrete Slab Assessment and Analysis	Need	Assessment	✓	✓	✓	ROM	\$750
	10706	Remote Control Shunting Devices Demonstration	Need	New Investment	✓	✓	✓	ROM	\$500
	11317	Structural Bridge Inspections	Project	Assessment					
	10784	Track Corrective Maintenance	Corrective Maintenance Program	State of Good Repair	✓	✓	✓		
	10003	Track Rehabilitation Program	Program	State of Good Repair	✓	✓	✓		
	11759	Track Rehabilitation Program - Expanded Rail Grinding Contract	Need	State of Good Repair	✓	✓	✓	ROM	\$15,000
	11842	Track Rehabilitation Program - Ongoing Contracts, Material Acquisition and Engineering Support Program	Need	State of Good Repair				ROM	\$350
	11841	Track Rehabilitation Program - Preventative Maintenance and Special Programs	Need	State of Good Repair				ROM	\$275
	11839	Track Rehabilitation Program - Program Support	Need	State of Good Repair				ROM	\$225
	11840	Track Rehabilitation Program - RSA Major Events	Need	State of Good Repair				ROM	\$175
	10764	Turnout Frog System Implementation	Need	State of Good Repair	✓	✓	✓	ROM	\$63,210
<b>CIP0025</b>		<b>Roadway Equipment and Vehicle Program</b>			<b>\$18,795</b>	<b>\$126,271</b>	<b>\$168,607</b>		
	10307	Ballast Car Acquisition	Project	State of Good Repair	✓	✓	✓	TPC	\$7,569
	10364	Ballast Regulator Acquisition	Project	State of Good Repair	✓	✓	✓	TPC	\$747
	10324	Drain Cleaner Vehicle Acquisition	Project	New Investment				TPC	\$3,441
	10229	Flat Cars Acquisition	Project	New Investment	✓	✓	✓	TPC	\$34,589
	10127	Locomotives Acquisition	Need	New Investment				ROM	\$30,000
	10251	Multi-Function Flat Cars Acquisition	Project	State of Good Repair	✓	✓	✓	TPC	\$15,034
	10149	Prime Mover Replacement	Project	State of Good Repair	✓	✓	✓	TPC	\$28,798
	10354	Purchase E-clip Remove and Installer Roadway Maintenance Machines Overhaul Program	Project	New Investment				TPC	\$1,946
	11527		Need	State of Good Repair			✓	ROM	\$1,250



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	11429	Silver Line - Phase 2 - Forklifts for ATC Maintenance	Project	New Investment					
	11562	Snow Throwing Equipment	Need	New Investment			✓	ROM	\$1,750
	10269	Structural Maintenance Vehicle (Down and Under Prime Mover)	Project	State of Good Repair				TPC	\$6,764
	10294	Track Inspection Vision System Technology and Equipment	Project	New Investment	✓		✓		
	10094	Track Maintenance Equipment Replacement	Need	State of Good Repair			✓		
	10840	Track Maintenance Equipment Vehicle Fleet Plan	Need	Study			✓	ROM	\$250
	11639	Vegetation Management Equipment	Need	New Investment			✓	ROM	\$2,336
<b>CIP0246</b>		<b>General Engineering</b>			<b>\$16,251</b>	<b>\$83,391</b>	<b>\$130,730</b>		
	11091	Aerial Structure Baseline Inspection and Condition Assessment	Project	State of Good Repair	✓		✓		
	10564	General Engineering Support	Program	State of Good Repair	✓		✓		
	11704	Rehabilitation of Station Vault Pre-Cast Supports	Need	State of Good Repair			✓	ROM	\$12,500
	11703	Special Inspection of Station Vault Pre-Cast Supports at 8 Red Line Stations	Need	State of Good Repair			✓	ROM	\$500
<b>CIP0247</b>		<b>Emergency Construction and Emerging Needs Program</b>			<b>\$52,883</b>	<b>\$321,011</b>	<b>\$476,011</b>		
	11695	Cinder Bed Bus Yard Concrete Rehabilitation	Project	State of Good Repair					
	10565	Emergency Construction Support	Program	State of Good Repair	✓		✓		
	11766	Emergency Track Identification Signs	Project	New Investment			✓		
	10867	Emerging System Rehabilitation	Program	State of Good Repair	✓		✓		
	11702	Rosslyn Station Egress Hatch Improvements	Project	New Investment					
	11629	Standpipe Rehabilitation at Vienna and Addison Road Station Parking Garages	Project	State of Good Repair					
	11763	Station Platform Tile Ceiling Repair	Need	State of Good Repair			✓	ROM	\$750
	11776	Water Intrusion at Shady Grove	Project	State of Good Repair					
<b>CIP0262</b>		<b>Tunnel Water Leak Mitigation</b>			<b>\$22,899</b>	<b>\$87,271</b>	<b>\$393,203</b>		
	11062	Metrorail Clogged Drain Cleaning and Treatment	Need	State of Good Repair			✓	ROM	\$7,500
	11215	Red Line Tunnels Water Leak Mitigation	Project	State of Good Repair	✓		✓	TPC	\$54,500
	10820	Stations and Rooms Water Intrusion Remediation	Need	State of Good Repair			✓	ROM	\$65,000
	11388	Twinbrook Metrorail Station Leak Repairs	Need	State of Good Repair			✓	ROM	\$11,749



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	10066	Water Leak Mitigation Program - Rail Tunnels	Need	State of Good Repair		✓	✓	ROM	\$277,432
<b>CIP0291</b>		<b>Tunnel Ventilation Improvements</b>			<b>\$0</b>	<b>\$30,100</b>	<b>\$849,862</b>		
	10340	Tunnel Ventilation Improvements - Systemwide	Need	New Investment		✓	✓	ROM	\$1,147,969
	11161	Vent Shaft Relocation - Wilson Boulevard	Need	State of Good Repair		✓	✓	ROM	\$61,562
	11228	Ventilation Improvements - Systemwide Study	Need	Study		✓	✓		
	10545	Ventilation Improvements Support	Program	State of Good Repair					
<b>CIP0294</b>		<b>Bridge Rehabilitation Program</b>			<b>\$4,754</b>	<b>\$190,738</b>	<b>\$335,334</b>		
	11057	Addison Road Metrorail Station Pedestrian Bridge Rehabilitation	Need	State of Good Repair		✓	✓	ROM	\$668
	10755	Aerial Bridge Coating Program	Need	State of Good Repair	✓	✓	✓	ROM	\$99,250
	11061	Aerial Structures Expansion Joint Replacement	Need	State of Good Repair	✓	✓	✓		
	11623	Benwyn Road Pedestrian Bridge - Span Replacement and ADA Compliance	Need	State of Good Repair			✓		
	11834	Bridge Rehabilitation - Grosvenor Aerial Structure	Need	State of Good Repair		✓	✓	ROM	\$2,500
	11034	Bridge Rehabilitation Program	Need	State of Good Repair			✓		
	11748	Bridge Rehabilitation Program - Addison Road Aerial Structure	Need	State of Good Repair		✓	✓	ROM	\$5,000
	11721	Bridge Rehabilitation Program - Aerial Structures Design	Need	State of Good Repair		✓	✓	ROM	\$6,000
	11749	Bridge Rehabilitation Program - Cameron Run Bridge	Need	State of Good Repair		✓	✓	ROM	\$5,000
	11751	Bridge Rehabilitation Program - Clermont Avenue Bridge	Need	State of Good Repair		✓	✓	ROM	\$5,000
	11750	Bridge Rehabilitation Program - Eisenhower Avenue Bridge	Need	State of Good Repair		✓	✓	ROM	\$5,000
	11745	Bridge Rehabilitation Program - First Street Bridge	Need	State of Good Repair		✓	✓	ROM	\$5,000
	11746	Bridge Rehabilitation Program - Fort Totten (Metro) Bridge	Need	State of Good Repair		✓	✓	ROM	\$5,000
	11739	Bridge Rehabilitation Program - G Line Aerial Structures	Need	State of Good Repair		✓	✓	ROM	\$5,000
	11741	Bridge Rehabilitation Program - G Line Beltway Crossing Bridge (Blue Line)	Need	State of Good Repair		✓	✓	ROM	\$5,000
	11735	Bridge Rehabilitation Program - H Street Bridge	Need	State of Good Repair		✓	✓	ROM	\$5,000
	11738	Bridge Rehabilitation Program - K Street Bridge	Need	State of Good Repair		✓	✓	ROM	\$5,000
	11743	Bridge Rehabilitation Program - L Street Bridge	Need	State of Good Repair		✓	✓	ROM	\$5,000



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	11742	Bridge Rehabilitation Program - Naylor Road Aerial Structure	Need	State of Good Repair	✓	✓	✓	ROM	\$5,000
	11747	Bridge Rehabilitation Project - Branch Avenue B Bridge	Need	State of Good Repair	✓	✓	✓	ROM	\$5,000
	11543	Eisenhower Aerial Structure Rehabilitation	Need	State of Good Repair	✓	✓	✓	ROM	\$16,908
	10334	Huntington Station Bridge Rehabilitation	Need	State of Good Repair	✓	✓	✓	ROM	\$40,700
	11630	Installation of Strain Gauges on the New Carrollton Amtrak Station Bridge	Need	New Investment	✓	✓	✓	ROM	\$176
	11542	Minnesota Avenue Aerial Structure Rehabilitation and Bearing Replacement	Need	State of Good Repair	✓	✓	✓	ROM	\$23,193
	10685	Minnesota Avenue Bridge Pocket Track Upgrade	Need	New Investment	✓	✓	✓	ROM	\$68,488
	10296	New Carrollton Amtrak Station Bridge Gutter Repair	Need	State of Good Repair	✓	✓	✓		
	11540	Rhode Island Avenue Aerial Structure Rehabilitation	Need	State of Good Repair	✓	✓	✓	ROM	\$6,789
	11055	Rhode Island Avenue Pedestrian Bridge Rehabilitation	Need	State of Good Repair	✓	✓	✓	ROM	\$5,000
	11734	Ronald Reagan National Airport Aerial Structure Rehabilitation	Need	State of Good Repair	✓	✓	✓	ROM	\$5,000
	11037	Springhill and Tysons East Aerial Structures Rehabilitation	Need	State of Good Repair	✓	✓	✓	ROM	\$3,000
	11195	Trestle Bridges Demolition - Three Locations	Need	State of Good Repair	✓	✓	✓		
	11544	Ultrasonic Testing of Anchor Bolts - Two Bridges	Need	Assessment	✓	✓	✓		
	11541	Van Dorn Metrorail Station Bridge 1 Rehabilitation	Need	State of Good Repair	✓	✓	✓	ROM	\$1,608
<b>CIP0348</b>		<b>Aerial Structure Rehabilitation A</b>			<b>\$9,496</b>	<b>\$18,806</b>	<b>\$18,806</b>		
	11280	Structural Package A	Project	State of Good Repair	✓	✓	✓	TPC	\$104,294
<b>CIP0349</b>		<b>Yellow Line Tunnel and Bridge Rehabilitation</b>			<b>\$11,556</b>	<b>\$38,256</b>	<b>\$40,756</b>		
	11281	L-Line Tunnel Liner Package	Project	State of Good Repair	✓	✓	✓	TPC	\$240,000
	11849	Yellow Line Bridge Lighting	Need	New Investment	✓	✓	✓		
	11678	Yellow Line Bridge Structural Steel Painting	Need	State of Good Repair	✓	✓	✓	ROM	\$750
<b>CIP0356</b>		<b>Tunnel Ventilation Improvements - Red Line Pilot</b>			<b>\$9,143</b>	<b>\$12,884</b>	<b>\$12,884</b>		
	10339	Ventilation Improvements Program- Red Line Demonstration	Project	New Investment	✓	✓	✓	TPC	\$57,900
<b>CIP0370</b>		<b>Aerial Structure Rehabilitation B</b>			<b>\$34,402</b>	<b>\$85,121</b>	<b>\$85,121</b>		
	11546	Structural Rehabilitation Package B - 21 Bridges	Need	State of Good Repair	✓	✓	✓	ROM	\$94,382



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
<b>CIP0375</b>		<b>Shaft Structural Rehabilitation - 7 Shafts</b>			<b>\$1,361</b>	<b>\$76,584</b>	<b>\$76,584</b>		
	11692	Shaft Structural State of Good Repair - Group 1	Project	State of Good Repair	✓	✓	✓	TPC	\$77,654
<b>CIP8011</b>		<b>D&amp;E Fixed Rail Improvements</b>			<b>\$36</b>	<b>\$3,448</b>	<b>\$53,448</b>		
	10920	Alternative Materials for Timber Ties Demonstration	Project	New Investment	✓	✓	✓	TPC	\$290
	10930	Curved Track Restraining Rail Study	Need	Study	✓	✓	✓		
	10457	Interlocking Construction at Morgan Boulevard and Downtown Largo Metrorail Stations	Need	State of Good Repair	✓	✓	✓		
	11340	Interlocking Survey and Design at Morgan Blvd and Largo Town Center Metrorail Stations	Project	State of Good Repair	✓	✓	✓		
	11730	Pocket Track Expansion	Need	New Investment	✓	✓	✓	ROM	\$180,000
	10419	Power Systems Reconfiguration	Need	Study	✓	✓	✓		
	11729	Terminal Capacity Feasibility Study	Need	Study	✓	✓	✓	ROM	\$500
	10459	Turnout Double Crossover ('Frog') Alternative Design and Testing	Project	Study	✓	✓	✓		
<b>CIP8013</b>		<b>D&amp;E Track Structures Improvements</b>			<b>\$2,740</b>	<b>\$17,290</b>	<b>\$64,242</b>		
	10444	Blue, Orange, and Silver Line Corridor Capacity and Reliability Improvement Study	Project	Study	✓	✓	✓		
	10898	Collapsed Duct Bank Design - 7 locations	Project	Assessment	✓	✓	✓		
	11617	Magnetic Winding Demonstration	Project	State of Good Repair	✓	✓	✓		
	11245	Maintenance of Way Engineering: Program Support	Program	State of Good Repair	✓	✓	✓		
	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	✓	✓	✓	ROM	\$31,652
	11284	Track Inspection System: Software Programmer	Need	New Investment	✓	✓	✓		
<b>CIP8014</b>		<b>Future Track and Structures Improvements</b>			<b>\$0</b>	<b>\$31,980</b>	<b>\$337,600</b>		
	10762	Blue, Orange, and Silver Line Corridor Capacity and Reliability Improvement	Need	New Investment			✓	ROM	\$23,760,000
	10908	Collapsed Duct Bank Rehabilitation - 7 locations	Need	State of Good Repair	✓	✓	✓	ROM	\$36,000
	11076	Electrical Tunnel Fan Shaft Rehabilitation at Six (6) Fan Shafts	Need	State of Good Repair	✓	✓	✓		
	11063	Shaft Structural State of Good Repair Program	Need	State of Good Repair	✓	✓	✓	ROM	\$350,133
<b>Category:</b>									
<b>CIP0033</b>		<b>Revenue Facility Equipment Replacement</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		





## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	11236	Revenue Equipment Bus Garages - Bins and Vaults	Project	State of Good Repair					
<b>CIP0034</b>		<b>Revenue Collection Facility Rehabilitation</b>			<b>\$0</b>	<b>\$0</b>	<b>\$30,332</b>		
	10710	Revenue Collection Facility Improvements	Need	State of Good Repair			✓	ROM	\$32,095
<b>CIP0047</b>		<b>Geographic Information System Software Improvements</b>			<b>\$0</b>	<b>\$0</b>	<b>\$8,050</b>		
	10265	Comprehensive 3D Model and Database of Metro Structural and Legal Assets	Need	New Investment			✓		
	10343	Survey Control Database	Need	New Investment			✓		
<b>CIP0054</b>		<b>Customer Electronic Comms</b>			<b>\$250</b>	<b>\$1,000</b>	<b>\$1,000</b>		
	10549	Web Applications Upgrades	Project	New Investment	✓	✓	✓		
<b>CIP0133</b>		<b>Train Detection and Warning System</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		
	10900	Wayside Intrusion Detection & Warning Systems for Train Washes at Railyards	Project	State of Good Repair					
<b>CIP0139</b>		<b>Safety Audit Recommendation Addressment</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		
	11186	Tunnel Ventilation Control System Programmable Logic-Control	Project	State of Good Repair				TPC	\$2,812
<b>CIP0231</b>		<b>Good Luck Road Facility</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		
	10869	Relocation of Printing Operations to Good Luck Road - Phase 1A	Project	State of Good Repair				TPC	\$4,339
<b>CIP0259</b>		<b>Employee Timekeeping System</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		
	10097	Timecard Software Integration and Analysis	Project	New Investment					
<b>CIP0261</b>		<b>Rail Tunnel Lighting Replacement</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		
	10095	Tunnel Light Enhancement	Project	State of Good Repair					
<b>CIP0266</b>		<b>Historic Bus Loop and Facility Rehabilitation</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		
	10239	Historic Bus Terminal Rehabilitation	Project	State of Good Repair				TPC	\$5,542
<b>CIP0271</b>		<b>Swing Gates</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		
	11634	Public View Monitors	Project	New Investment					
<b>CIP0274</b>		<b>Grosvenor Parking Garage (J/D)</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		
	10189	Grosvenor-Strathmore Metrorail Station Parking Garage Joint Development	Project	New Investment					
<b>CIP0290</b>		<b>Trash &amp; Dust Vacuum Train</b>			<b>\$0</b>	<b>\$0</b>	<b>\$74,708</b>		
	10828	Tunnel Vacuum Infrastructure at Railyards	Need	New Investment			✓	ROM	\$40,460



## Metro 10-Year Capital Program

CIP	PID	Initiative Name	Investment Type	Primary Purpose	FY24 (000s)	FY24-FY29 (000s)	FY24-FY33 (000s)	Estimate Type	Estimate Amount (000s)
	10096	Tunnel Vacuums Acquisition	Need	New Investment			✓	ROM	\$34,248
<b>CIP0308</b>		<b>Station Platform Rehabilitation - Phase 3</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		
	10709	Stations Platform Rehabilitation Program - Phase 3	Project	State of Good Repair				TPC	\$430,631
<b>CIP0309</b>		<b>Huntington Station Additional Entrance</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		
	10735	Huntington Metrorail Station Additional Entrance	Need	New Investment				ROM	\$21,630
<b>CIP0326</b>		<b>Real-time Bus and Rail Data Feed Development</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		
	10431	Real-Time Bus and Rail Data Feed Development	Project	New Investment					
<b>CIP8003</b>		<b>D&amp;E Railcar Maint/Overhaul</b>			<b>\$0</b>	<b>\$0</b>	<b>\$12,000</b>		
	10918	6000-Series Passenger Information Screens	Need	New Investment			✓	ROM	\$14,242
<b>CRB0134</b>		<b>Wheaton Parking Improvements</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		
	10816	Wheaton Station Parking	Project	State of Good Repair					
<b>CRB0136</b>		<b>McLean Station - New Entrance</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		
	11667	McLean Metrorail Station Additional Entrance	Need	New Investment				ROM	\$1,000
<b>Total</b>	<b>850</b>				<b>\$2,191,300</b>	<b>\$12,293,427</b>	<b>\$26,791,217</b>		



## 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.



Term	Definition
<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 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.



Term	Definition
<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.
<b>Coronavirus</b> <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.



Term	Definition
<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>  <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.
<b>Department</b>	A major organizational unit that has overall responsibility for an operation or a group of operations within a functional area.



Term	Definition
<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 (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.



Term	Definition
<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</b> <b>(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.
<b>Layover Time</b> <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> <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.





Term	Definition
<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>  (Also see Kneeling Bus)	A mechanical device, either a lift or ramp, that allows wheelchair or scooter users, as well as other mobility-impaired passengers, to board a bus without climbing the steps.
<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.
<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.



Term	Definition
<b>Revenue Bonds</b>	A bond on which debt service is payable solely from a restricted revenue source.
<b>Revenue Hours</b> <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> <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.
<b>Strategic Buses</b>	Refers to spare buses available for service in the event that a bus in route is taken out of service.



Term	Definition
<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>Tripper</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

<b>A</b>	
AAC	Accessibility Advisory Committee
AC	Alternating Current
ADA	Americans with Disabilities Act
AFC	Automatic fare collection
AP	Accounts Payable
APTA	American Public Transportation Association
ARPA	The American Rescue Plan Act of 2021
ART	Arlington Transit
ATC	Automatic Train Control
AWP	Annual Work Plan
<b>B</b>	
B2G	Back2Good
BOCC	Bus Operations Communication Center
<b>C</b>	
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
<b>D</b>	
D/B	Design/Build
D/B/B	Design/Bid/Build
DBE	Disadvantaged Business Enterprise
D&E	Development and Evaluation
DPS	Drainage Pumping Station
<b>E</b>	
EEO	Equal Employment Opportunity
EEMS	Enterprise Energy Management System
EMS	Energy Management System
<b>F</b>	
F/O	Fiber Optic
FTA	Federal Transit Administration
FTE	Full Time Equivalent (used for headcount calculations)
<b>G</b>	
GAAP	Generally Accepted Accounting Principles
GFOA	Government Finance Officers Association
GHG	Greenhouse Gas
<b>H</b>	
HCM	Human Capital Management



HEDS	Hybrid Enterprise Document Management System
HEOP	Heavy Equipment Overhaul Program
HVAC	Heating, Ventilation, And Air Conditioning
<b>I</b>	
IIJA	Infrastructure Investment and Jobs Act
IIoT	Industrial Internet of Things
IRP	Infrastructure Renewal Program
<b>L</b>	
LEED	Leadership in Energy and Environmental Design
<b>M</b>	
MARC	Maryland Area Rail Commuter
MDBF	Mean Distance Between Failure
MTA	Maryland Transit Administration
MTBD	Mean Time Between Delay
<b>O</b>	
OTP	On-time performance
<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



ROCC	Railcar Operations Control Center
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
TCR	Train Control Room
TIP	Transportation Improvement Program
TPC	Total Project Cost
TOC	Tristate Oversight Committee
TPSS	Traction Power Substation
TSI	Transportation Safety Institute
TSP	Transit Signal Priority
<b>U</b>	
<b>V</b>	
VMI	Vendor Managed Inventory
VRE	Virginia Railway Express



---

**W**

WMATA	Washington Metropolitan Area Transit Authority
-------	--

WMSC	Washington Metrorail Safety Commission
------	--

---

**X**

---

**Y**

YE	Year End
----	----------

---

**Z**

---



