

(KE0) MASS TRANSIT SUBSIDIES

MISSION

The Mass Transit Subsidy program supports the provision of efficient, affordable, and diverse public transit services in the District of Columbia.

BACKGROUND

For FY 2014 through FY 2019, the Washington Metropolitan Area Transit Authority (WMATA) is governed by a multi-jurisdictional capital funding agreement. Projects to be delivered under this agreement include mid-life rehabilitation of buses, on-going escalator and elevator rehabilitations, replacement of WMATA's 1000 series railcars, track replacement, power system upgrades to accommodate longer trains, and rehabilitation of storage and maintenance facilities. WMATA and its funding partners, including DDOT, negotiated a new, multi-year funding agreement signed by all of the funding jurisdictions and WMATA in July 2010.

CAPITAL PROGRAM OBJECTIVES

1. Promote safety and mobility;
2. Contribute to sustainable economic development;
3. Improve the quality and range of transportation options for District residents; and,
4. Restore the Metrorail system to a State of Good Repair.

RECENT ACCOMPLISHMENTS

- Negotiated a new multi-jurisdictional funding agreement;
- Continued expansion of limited-stop bus service on multiple corridors across the District;
- Opened the new Shepherd Parkway Bus Garage; and,
- Continued multi-year infrastructure rehabilitation contracts on red, blue, and orange lines within central DC.

Elements on this page of the Agency Summary include:

- **Funding Tables:** Past budget allotments show the allotment balance, calculated as allotments received to date less all obligations (the sum of expenditures, encumbrances, intra-District advances and pre-encumbrances). Agencies are allowed to encumber and pre-encumber funds up to the limit of a capital project's budget authority, which might be higher than allotments received to date. For this reason, a negative balance on a projectsheet does not necessarily indicate overspending or an anti-deficiency violation. A negative balance is permitted in this calculation of remaining allotment authority.
- **Additional Appropriations Data (\$000):** Provides a summary of the budget authority over the life of the project. The table can be read as follows:
 - **Original 6-Year Budget Authority:** Represents the authority from the fiscal year in which budget was first appropriated through the next 5 years.
 - **Budget Authority Thru FY 2019 :** Represents the lifetime budget authority, including the 6 year budget authority for FY 2014 through 2019
 - **FY 2014 Budget Authority Revisions:** Represents the changes to the budget authority as a result of reprogramming, redirections and rescissions (also reflected in Appendix F) for the current fiscal year.
 - **6-Year Budget Authority Thru 2019 :** This is the total 6-year authority for FY 2014 through FY 2019 including changes from the current fiscal year.
 - **Budget Authority Request for 2015 through 2020 :** Represents the 6 year budget authority for 2015 through 2020
 - **Increase (Decrease) :** This is the change in 6 year budget requested for FY 2015 - FY 2020 (change in budget authority is shown in Appendix A).
- **Estimated Operating Impact:** If a project has operating impacts that the agency has quantified, the effects are summarized in the respective year of impact
- **FTE Data (Total budget in FTE Table might differ from actual budget due to rounding):** Provides the number for Full Time Equivalent (FTE) employees approved as eligible to be charged to capital projects by, or on behalf of, the agency. Additionally it provides the total budget for these employees (Personal Services), the non personnel portion of the budget in the agency's capital plan and, the percentage of the agency CIP budget from either expense category.
- **Facility Location Map:** For those agencies with facilities projects, a map reflecting projects and their geographic location within the District of Columbia.

(Dollars in Thousands)

Phase	Funding By Phase - Prior Funding					Proposed Funding						6 Yr Total
	Allotments	Spent	Enc/ID-Adv	Pre-Enc	Balance	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	
(01) Design	264,044	264,125	0	0	-81	140,526	106,062	117,734	117,734	116,701	116,701	715,458
(03) Project Management	3,297	3,297	0	0	0	1,099	1,099	1,099	0	0	0	3,297
(04) Construction	750,241	750,177	0	0	64	0	0	0	1,099	699	699	2,497
(05) Equipment	49,900	49,900	0	0	0	0	0	0	0	0	0	0
TOTALS	1,067,481	1,067,499	0	0	-17	141,625	107,161	118,833	118,833	117,400	117,400	721,252

Source	Funding By Source - Prior Funding					Proposed Funding						6 Yr Total
	Allotments	Spent	Enc/ID-Adv	Pre-Enc	Balance	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	
GO Bonds - New (0300)	1,035,141	1,035,159	0	0	-17	141,625	107,161	118,833	117,734	116,701	116,701	718,755
Pay Go (0301)	32,340	32,340	0	0	0	0	0	0	1,099	699	699	2,497
TOTALS	1,067,481	1,067,499	0	0	-17	141,625	107,161	118,833	118,833	117,400	117,400	721,252

Additional Appropriation Data	
First Appropriation FY	1998
Original 6-Year Budget Authority	762,007
Budget Authority Thru FY 2014	1,645,677
FY 2014 Budget Authority Changes	
ABC Fund Transfers	657
Current FY 2014 Budget Authority	1,646,333
Budget Authority Request for FY 2015	1,788,733
Increase (Decrease)	142,400

Estimated Operating Impact Summary							
Expenditure (+) or Cost Reduction (-)	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	6 Yr Total
No estimated operating impact							

Full Time Equivalent Data			
Object	FTE	FY 2015 Budget	% of Project
Personal Services	0.0	0	0.0
Non Personal Services	0.0	141,625	100.0

KE0-TOP02-PROJECT DEVELOPMENT

Agency: MASS TRANSIT SUBSIDIES (KE0)
Implementing Agency: MASS TRANSIT SUBSIDIES (KE0)
Project No: TOP02
Ward:
Location: DISTRICT-WIDE
Facility Name or Identifier: WMATA
Status: Ongoing Subprojects
Useful Life of the Project: 20
Estimated Full Funding Cost:\$9,091,000

Description:

This project funds cost-sharing with WMATA for the planning and development of new transportation projects such as the Circulator and Streetcars.

Justification:

The District is committed to improving connectivity and accessibility through efficient, integrated, and affordable transit systems.

Progress Assessment:

This is an ongoing project.

Related Projects:

SA311C-WMATA Fund-PRIIA; SA501C-WMATA CIP Contribution; SA502C-WMATA Momentum

(Dollars in Thousands)

Phase	Funding By Phase - Prior Funding						Proposed Funding						
	Allotments	Spent	Enc/ID-Adv	Pre-Enc	Balance		FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	6 Yr Total
(03) Project Management	3,297	3,297	0	0	0		1,099	1,099	1,099	0	0	0	3,297
(04) Construction	0	0	0	0	0		0	0	0	1,099	699	699	2,497
TOTALS	3,297	3,297	0	0	0		1,099	1,099	1,099	1,099	699	699	5,794

Source	Funding By Source - Prior Funding						Proposed Funding						
	Allotments	Spent	Enc/ID-Adv	Pre-Enc	Balance		FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	6 Yr Total
GO Bonds - New (0300)	3,297	3,297	0	0	0		1,099	1,099	1,099	0	0	0	3,297
Pay Go (0301)	0	0	0	0	0		0	0	0	1,099	699	699	2,497
TOTALS	3,297	3,297	0	0	0		1,099	1,099	1,099	1,099	699	699	5,794

Additional Appropriation Data

First Appropriation FY	2012
Original 6-Year Budget Authority	6,594
Budget Authority Thru FY 2014	8,392
FY 2014 Budget Authority Changes	0
Current FY 2014 Budget Authority	8,392
Budget Authority Request for FY 2015	9,091
Increase (Decrease)	699

Estimated Operating Impact Summary

Expenditure (+) or Cost Reduction (-)	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	6 Yr Total
No estimated operating impact							

Milestone Data

	Projected	Actual
Environmental Approvals		
Design Start (FY)		
Design Complete (FY)		
Construction Start (FY)		
Construction Complete (FY)		
Closeout (FY)		

Full Time Equivalent Data

Object	FTE	FY 2015 Budget	% of Project
Personal Services	0.0	0	0.0
Non Personal Services	0.0	1,099	100.0

KE0-SA501-WMATA CIP CONTRIBUTION

Agency: MASS TRANSIT SUBSIDIES (KE0)
Implementing Agency: MASS TRANSIT SUBSIDIES (KE0)
Project No: SA501
Ward:
Location: DISTRICT-WIDE
Facility Name or Identifier: WMATA
Status: New

Useful Life of the Project:

Estimated Full Funding Cost:\$390,458,000

Description:

District funding to support WMATA's Capital Improvement Program, as defined in the current inter-jurisdictional Capital Funding Agreement. Typical projects to be funded are acquisition of buses and subway cars, mid-life rehabilitation of buses and subway cars, improvements to bus storage, track replacement, power system upgrades, and rehabilitation of storage and maintenance facilities.

Justification:

Capital investment is needed to rehabilitate and maintain the WMATA transit system.

Progress Assessment:

New project that consolidates funding formerly provided through projects SA202C, SA301C, and TOP03C.

Related Projects:

SA311C-WMATA Fund-PRIIA, SA502C-WMATA Momentum

(Dollars in Thousands)

Phase	Funding By Phase - Prior Funding						Proposed Funding					
	Allotments	Spent	Enc/ID-Adv	Pre-Enc	Balance	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	6 Yr Total
(01) Design	0	0	0	0	0	65,526	56,062	67,734	67,734	66,701	66,701	390,458
TOTALS	0	0	0	0	0	65,526	56,062	67,734	67,734	66,701	66,701	390,458

Source	Funding By Source - Prior Funding						Proposed Funding					
	Allotments	Spent	Enc/ID-Adv	Pre-Enc	Balance	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	6 Yr Total
GO Bonds - New (0300)	0	0	0	0	0	65,526	56,062	67,734	67,734	66,701	66,701	390,458
TOTALS	0	0	0	0	0	65,526	56,062	67,734	67,734	66,701	66,701	390,458

Additional Appropriation Data

First Appropriation FY		
Original 6-Year Budget Authority		0
Budget Authority Thru FY 2014		0
FY 2014 Budget Authority Changes		0
Current FY 2014 Budget Authority		0
Budget Authority Request for FY 2015		390,458
Increase (Decrease)		390,458

Estimated Operating Impact Summary

Expenditure (+) or Cost Reduction (-)	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	6 Yr Total
No estimated operating impact							

Milestone Data

	Projected	Actual
Environmental Approvals		
Design Start (FY)		
Design Complete (FY)		
Construction Start (FY)		
Construction Complete (FY)		
Closeout (FY)		

Full Time Equivalent Data

Object	FTE	FY 2015 Budget	% of Project
Personal Services	0.0	0	0.0
Non Personal Services	0.0	65,526	100.0

KE0-SA311-WMATA FUND - PRIIA

Agency: MASS TRANSIT SUBSIDIES (KE0)
Implementing Agency: MASS TRANSIT SUBSIDIES (KE0)
Project No: SA311
Ward:
Location: DISTRICT-WIDE
Facility Name or Identifier: WMATA
Status: Ongoing Subprojects
Useful Life of the Project: 30
Estimated Full Funding Cost:\$506,297,000

Description:

The Federal Government passed the Passenger Rail Investment and Improvement Act of 2008 (PL 110-432) to provide WMATA with \$1.5 billion over a 10-year period but conditioned the receipt of funds on an equal amount of funds being pledged by the District and other contributing jurisdictions. Projects may include vehicles and vehicle parts, rail system infrastructure rehabilitation, maintenance facilities, systems and technology, track and structures, passenger facilities, maintenance equipment, other facilities, program management and support, safety and security projects, and preventive maintenance. An annual contribution of \$50 million will be made, contingent upon annual appropriation from Congress in the amount of \$150 million along with \$50 million annual appropriations from both the State of Maryland and the Commonwealth of Virginia.

Justification:

This project is necessary to maintain the reliability of rail service. Current WMATA capital spending levels are inadequate to maintain the system in a state of good repair and provide for continued growth in system use. The additional \$300 million per year in capital funding will allow WMATA to accelerate infrastructure repairs to maintain the system, replace the original subway cars in the system that are now at the end of their useful life, and proceed with system improvements such as power upgrades to accommodate longer trains and the purchase of new subway cars to accommodate ridership growth.

Progress Assessment:

This project is on-going.

Related Projects:

SA501C-WMATA CIP Contribution, SA502C-WMATA Momentum

(Dollars in Thousands)

Phase	Funding By Phase - Prior Funding						Proposed Funding						
	Allotments	Spent	Enc/ID-Adv	Pre-Enc	Balance		FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	6 Yr Total
(01) Design	206,044	206,125	0	0	-81		50,000	50,000	50,000	50,000	50,000	50,000	300,000
(04) Construction	193	129	0	0	64		0	0	0	0	0	0	0
TOTALS	206,237	206,254	0	0	-17		50,000	50,000	50,000	50,000	50,000	50,000	300,000

Source	Funding By Source - Prior Funding						Proposed Funding						
	Allotments	Spent	Enc/ID-Adv	Pre-Enc	Balance		FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	6 Yr Total
GO Bonds - New (0300)	206,071	206,089	0	0	-17		50,000	50,000	50,000	50,000	50,000	50,000	300,000
Pay Go (0301)	165	165	0	0	0		0	0	0	0	0	0	0
TOTALS	206,237	206,254	0	0	-17		50,000	50,000	50,000	50,000	50,000	50,000	300,000

Additional Appropriation Data

First Appropriation FY	2009
Original 6-Year Budget Authority	4,880
Budget Authority Thru FY 2014	455,580
FY 2014 Budget Authority Changes	
ABC Fund Transfers	657
Current FY 2014 Budget Authority	456,237
Budget Authority Request for FY 2015	506,237
Increase (Decrease)	50,000

Estimated Operating Impact Summary

Expenditure (+) or Cost Reduction (-)	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	6 Yr Total
No estimated operating impact							

Milestone Data

	Projected	Actual
Environmental Approvals		
Design Start (FY)		
Design Complete (FY)		
Construction Start (FY)		
Construction Complete (FY)		
Closeout (FY)		

Full Time Equivalent Data

Object	FTE	FY 2015 Budget	% of Project
Personal Services	0.0	0	0.0
Non Personal Services	0.0	50,000	100.0

KE0-SA502-WMATA MOMENTUM

Agency: MASS TRANSIT SUBSIDIES (KE0)
Implementing Agency: MASS TRANSIT SUBSIDIES (KE0)
Project No: SA502
Ward:
Location: DISTRICT-WIDE
Facility Name or Identifier: WMATA
Status: New
Useful Life of the Project: 30
Estimated Full Funding Cost:\$25,000,000

Description:

Momentum includes a set of seven pivotal investments, called Metro 2025. These investments are eight-car trains, station improvements, Metrobus Priority Corridor Network, Metrobus fleet expansion, next generation customer communications, special track infrastructure to provide operational flexibility, and a new Blue Line connection.

Justification:

The region is projected to continue to grow over the coming decades, and this growth will place even more pressure on a system that is already nearing capacity. To ensure the system continues to meet the region’s mobility needs as well as support the competitiveness of the region, Metro must continue to rehabilitate the system and plan for future growth.

Progress Assessment:

New project.

Related Projects:

SA311C-WMATA Fund-PRIIA, SA501C-WMATA CIP Contribution

(Dollars in Thousands)

Phase	Funding By Phase - Prior Funding					Proposed Funding						
	Allotments	Spent	Enc/ID-Adv	Pre-Enc	Balance	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	6 Yr Total
(01) Design	0	0	0	0	0	25,000	0	0	0	0	0	25,000
TOTALS	0	0	0	0	0	25,000	0	0	0	0	0	25,000

Source	Funding By Source - Prior Funding					Proposed Funding						
	Allotments	Spent	Enc/ID-Adv	Pre-Enc	Balance	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	6 Yr Total
GO Bonds - New (0300)	0	0	0	0	0	25,000	0	0	0	0	0	25,000
TOTALS	0	0	0	0	0	25,000	0	0	0	0	0	25,000

Additional Appropriation Data	
First Appropriation FY	
Original 6-Year Budget Authority	0
Budget Authority Thru FY 2014	0
FY 2014 Budget Authority Changes	0
Current FY 2014 Budget Authority	0
Budget Authority Request for FY 2015	25,000
Increase (Decrease)	25,000

Estimated Operating Impact Summary							
Expenditure (+) or Cost Reduction (-)	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	6 Yr Total
No estimated operating impact							

Milestone Data	Projected	Actual
Environmental Approvals		
Design Start (FY)		
Design Complete (FY)		
Construction Start (FY)		
Construction Complete (FY)		
Closeout (FY)		

Full Time Equivalent Data			
Object	FTE	FY 2015 Budget	% of Project
Personal Services	0.0	0	0.0
Non Personal Services	0.0	25,000	100.0