

(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 2011 through FY 2016, 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 and replacements, replacement of WMATA's 1000 series railcars, track replacement, power system upgrades, and rehabilitation of storage and maintenance facilities. WMATA and its funding partners, including DDOT, expect to sign a one year extension of the capital funding agreement in the spring covering WMATA's fiscal year 2017.

The FY2017 WMATA operating budget calls for no increase in fares, no net reduction in bus or rail service, and no increase in jurisdictional subsidies.

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

Exercised an option to purchase an additional 220 7000 series railcars;

·Continued expansion of limited-stop bus service on multiple corridors across the District;

·Implemented additional State of Good Operations bus service changes which reduced service on underutilized bus routes and added service on crowded bus routes with no net change in bus service levels; 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 2021 :** Represents the lifetime budget authority, including the 6 year budget authority for FY 2016 through 2021
 - › **FY 2016 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 2021 :** This is the total 6-year authority for FY 2016 through FY 2021 including changes from the current fiscal year.
 - › **Budget Authority Request for 2017 through 2022 :** Represents the 6 year budget authority for 2017 through 2022
 - › **Increase (Decrease) :** This is the change in 6 year budget requested for FY 2017 - FY 2022 (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						
	Allotments	Spent	Enc/ID-Adv	Pre-Enc	Balance	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Yr Total
(01) Design	532,901	500,717	0	0	32,183	141,613	122,846	127,218	126,365	129,871	132,506	780,420
(03) Project Management	5,495	4,946	0	0	550	1,099	0	0	0	0	0	1,099
(04) Construction	750,330	750,177	0	0	153	0	0	0	0	0	0	0
(05) Equipment	49,900	49,900	0	0	0	0	0	42,000	43,000	50,000	14,086	149,086
TOTALS	1,338,626	1,305,740	0	0	32,886	142,712	122,846	169,218	169,365	179,871	146,592	930,605

Source	Funding By Source - Prior Funding					Proposed Funding						
	Allotments	Spent	Enc/ID-Adv	Pre-Enc	Balance	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Yr Total
GO Bonds - New (0300)	1,306,133	1,273,400	0	0	32,733	121,012	121,747	154,220	152,091	161,131	131,407	841,609
Pay Go (0301)	32,340	32,340	0	0	0	21,700	1,099	14,998	17,274	18,740	15,185	88,996
Short-Term Bonds – (0304)	153	0	0	0	153	0	0	0	0	0	0	0
TOTALS	1,338,626	1,305,740	0	0	32,886	142,712	122,846	169,218	169,365	179,871	146,592	930,605

Additional Appropriation Data			Estimated Operating Impact Summary						
First Appropriation FY		1998	Expenditure (+) or Cost Reduction (-)						
Original 6-Year Budget Authority		1,312,618	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Yr Total
Budget Authority Thru FY 2016		2,090,304	No estimated operating impact						
FY 2016 Budget Authority Changes			Full Time Equivalent Data						
Capital Reprogrammings FY 2016 YTD		-336	Object	FTE	FY 2017 Budget	% of Project			
Miscellaneous		153	Personal Services	0.0	0	0.0			
Current FY 2016 Budget Authority		2,090,121	Non Personal Services	0.0	142,712	100.0			
Budget Authority Request for FY 2017		2,269,231							
Increase (Decrease)		179,110							

KE0-SA616-7000 SERIES RAILCAR PURCHASE OPTION

Agency: MASS TRANSIT SUBSIDIES (KE0)
Implementing Agency: MASS TRANSIT SUBSIDIES (KE0)
Project No: SA616
Ward:
Location: DISTRICT-WIDE
Facility Name or Identifier: WMATA
Status: New

Useful Life of the Project:

Estimated Full Funding Cost:\$149,086,000

Description:

In 2010, WMATA contracted with KAWASAKI to purchase up to 748 of 7000-series railcars. To date, the region has agreed to purchase 528 railcars:

- 400 railcars will replace the least safe and least reliable railcars, the 1,000 and 4,000 Series
- 128 railcars will be used on the Silver Line (and paid for by MWAA).

This project provided the District's jurisdictional budget needed for the remaining 220 Railcars in the option purchase.

Justification:

The region must decide whether to buy up to 220 additional railcars by July 25, 2015, and the project has to be funded in WMATA's Capital Improvements Program. These railcars would cost the region a total of \$615 million.

Progress Assessment:

New Project established by Council.

Related Projects:

SA502C-WMATA Momentum, SA501C-WMATA CIP Contribution

(Dollars in Thousands)

Phase	Funding By Phase - Prior Funding					Proposed Funding						
	Allotments	Spent	Enc/ID-Adv	Pre-Enc	Balance	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Yr Total
(05) Equipment	0	0	0	0	0	0	0	42,000	43,000	50,000	14,086	149,086
TOTALS	0	0	0	0	0	0	0	42,000	43,000	50,000	14,086	149,086

Source	Funding By Source - Prior Funding					Proposed Funding						
	Allotments	Spent	Enc/ID-Adv	Pre-Enc	Balance	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Yr Total
GO Bonds - New (0300)	0	0	0	0	0	0	0	27,701	26,425	31,959	0	86,085
Pay Go (0301)	0	0	0	0	0	0	0	14,299	16,575	18,041	14,086	63,001
TOTALS	0	0	0	0	0	0	0	42,000	43,000	50,000	14,086	149,086

Additional Appropriation Data

First Appropriation FY	2016
Original 6-Year Budget Authority	135,000
Budget Authority Thru FY 2016	135,000
FY 2016 Budget Authority Changes	0
Current FY 2016 Budget Authority	135,000
Budget Authority Request for FY 2017	149,086
Increase (Decrease)	14,086

Estimated Operating Impact Summary

Expenditure (+) or Cost Reduction (-)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	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 2017 Budget	% of Project
Personal Services	0.0	0	0.0
Non Personal Services	0.0	0	0.0

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: LOCAL TRANSIT
Status: Ongoing Subprojects
Useful Life of the Project: 20
Estimated Full Funding Cost: \$6,594,000



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 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Yr Total
(03) Project Management	5,495	4,946	0	0	550	1,099	0	0	0	0	0	1,099
TOTALS	5,495	4,946	0	0	550	1,099	0	0	0	0	0	1,099

Source	Funding By Source - Prior Funding					Proposed Funding						
	Allotments	Spent	Enc/ID-Adv	Pre-Enc	Balance	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Yr Total
GO Bonds - New (0300)	5,495	4,946	0	0	550	1,099	0	0	0	0	0	1,099
TOTALS	5,495	4,946	0	0	550	1,099	0	0	0	0	0	1,099

Additional Appropriation Data	
First Appropriation FY	2012
Original 6-Year Budget Authority	6,594
Budget Authority Thru FY 2016	9,790
FY 2016 Budget Authority Changes	0
Current FY 2016 Budget Authority	9,790
Budget Authority Request for FY 2017	6,594
Increase (Decrease)	-3,196

Estimated Operating Impact Summary							
Expenditure (+) or Cost Reduction (-)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	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 2017 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: Ongoing Subprojects
Useful Life of the Project: 20
Estimated Full Funding Cost: \$724,846,000

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:

This is an on-going project.

Related Projects:

SA311C-WMATA Fund-PRIIA, SA502C-WMATA Momentum, SA616C-7000 Series Railcar Purchase Option

(Dollars in Thousands)

Phase	Funding By Phase - Prior Funding						Proposed Funding					
	Allotments	Spent	Enc/ID-Adv	Pre-Enc	Balance	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Yr Total
(01) Design	143,926	124,401	0	0	19,525	92,113	72,846	77,218	76,365	129,871	132,506	580,920
TOTALS	143,926	124,401	0	0	19,525	92,113	72,846	77,218	76,365	129,871	132,506	580,920

Source	Funding By Source - Prior Funding						Proposed Funding					
	Allotments	Spent	Enc/ID-Adv	Pre-Enc	Balance	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Yr Total
GO Bonds - New (0300)	143,926	124,401	0	0	19,525	70,413	71,747	76,519	75,666	129,172	131,407	554,925
Pay Go (0301)	0	0	0	0	0	21,700	1,099	699	699	699	1,099	25,995
TOTALS	143,926	124,401	0	0	19,525	92,113	72,846	77,218	76,365	129,871	132,506	580,920

Additional Appropriation Data

First Appropriation FY	2015
Original 6-Year Budget Authority	390,458
Budget Authority Thru FY 2016	556,126
FY 2016 Budget Authority Changes	0
Current FY 2016 Budget Authority	556,126
Budget Authority Request for FY 2017	724,846
Increase (Decrease)	168,720

Estimated Operating Impact Summary

Expenditure (+) or Cost Reduction (-)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	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 2017 Budget	% of Project
Personal Services	0.0	0	0.0
Non Personal Services	0.0	92,113	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: \$500,000,000



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

(Dollars in Thousands)

Phase	Funding By Phase - Prior Funding						Proposed Funding						
	Allotments	Spent	Enc/ID-Adv	Pre-Enc	Balance		FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Yr Total
(01) Design	305,975	293,316	0	0	12,659		49,500	50,000	50,000	50,000	0	0	199,500
(04) Construction	282	129	0	0	153		0	0	0	0	0	0	0
TOTALS	306,257	293,445	0	0	12,812		49,500	50,000	50,000	50,000	0	0	199,500

Source	Funding By Source - Prior Funding						Proposed Funding						
	Allotments	Spent	Enc/ID-Adv	Pre-Enc	Balance		FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Yr Total
GO Bonds - New (0300)	305,939	293,280	0	0	12,659		49,500	50,000	50,000	50,000	0	0	199,500
Pay Go (0301)	165	165	0	0	0		0	0	0	0	0	0	0
Short-Term Bonds - (0304)	153	0	0	0	153		0	0	0	0	0	0	0
TOTALS	306,257	293,445	0	0	12,812		49,500	50,000	50,000	50,000	0	0	199,500

Additional Appropriation Data

First Appropriation FY	2009
Original 6-Year Budget Authority	5,033
Budget Authority Thru FY 2016	506,440
FY 2016 Budget Authority Changes	
Capital Reprogrammings FY 2016 YTD	-336
Miscellaneous	153
Current FY 2016 Budget Authority	506,257
Budget Authority Request for FY 2017	505,757
Increase (Decrease)	-500

Estimated Operating Impact Summary

Expenditure (+) or Cost Reduction (-)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	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 2017 Budget	% of Project
Personal Services	0.0	0	0.0
Non Personal Services	0.0	49,500	100.0