MISSION
The Mass Transit Subsidy program supports the provision of efficient, affordable, and safe public transit service in the District of Columbia.

BACKGROUND
Capital funding for the Washington Metropolitan Area Transit Authority (WMATA) is governed by a multi-jurisdictional capital funding agreement. Projects in WMATA’s Capital Improvement Program funded under this agreement include WMATA’s new 7000 series railcars, replacement and repair of bus and paratransit vehicles, track replacement, power and communication system upgrades, on-going escalator and elevator rehabilitations, and rehabilitation of transit 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 2019.

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 and Metrobus system to a State of Good Repair

RECENT ACCOMPLISHMENTS
- 472 new 7000 series railcars delivered and all 1000 and 4000 series railcars retired from service;
- Acquisition of approximately 100 replacement buses and completed rehabilitation of 100 buses annually;
- Completion of a series of SafeTrack system renewal projects in FY 2017 and funding for four major track infrastructure improvement projects in CY2018;
- Continuing rollout of WiFi internet service and improved mobile voice service in Metrorail stations throughout the District.
- On-going rehabilitation and upgrades of power, signal, and communication subsystems in the Metrorail system.
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 project sheet 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 Through FY 2023:** Represents the lifetime budget authority, including the 6-year budget authority for FY 2018 through FY 2023.
  - **FY 2018 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 Through FY 2023:** This is the total 6-year authority for FY 2018 through FY 2023 including changes from the current fiscal year.
  - **Budget Authority Request Through FY 2024:** Represents the 6-year budget authority for FY 2019 through FY 2024.
  - **Increase (Decrease):** This is the change in 6-year budget requested for FY 2019 - FY 2024 (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)

<table>
<thead>
<tr>
<th>Phase</th>
<th>FY 2019</th>
<th>FY 2020</th>
<th>FY 2021</th>
<th>FY 2022</th>
<th>FY 2023</th>
<th>FY 2024</th>
<th>6 Yr Total</th>
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<tbody>
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<th>Source</th>
<th>FY 2019</th>
<th>FY 2020</th>
<th>FY 2021</th>
<th>FY 2022</th>
<th>FY 2023</th>
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<th>6 Yr Total</th>
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<td>108,195</td>
<td>110,701</td>
<td>306,442</td>
</tr>
</tbody>
</table>

### Additional Appropriation Data

- **First Appropriation FY:** 1998
- **Original 6-Year Budget Authority:** 1,338,613
- **Budget Authority Through FY 2023:** 2,104,816
- **FY 2018 Budget Authority Changes:**
  - ABC Fund Transfers: 315
  - Capital Reprogramming FY 2018 YTD: -130
  - Miscellaneous: 24,175
- **5-Year Budget Authority Through FY 2023:** 2,128,976
- **Budget Authority Request Through FY 2024:** 3,153,870
- **Increase (Decrease):** 1,024,894

### Estimated Operating Impact Summary

- **Expenditure (+) or Cost Reduction (-):**
  - FY 2019: No estimated operating impact
  - FY 2020: No estimated operating impact
  - FY 2021: No estimated operating impact
  - FY 2022: No estimated operating impact
  - FY 2023: No estimated operating impact
  - FY 2024: No estimated operating impact
  - **5 Yr Total:** No estimated operating impact

### Full Time Equivalent Data

- **Object**
  - Personal Services: 0
  - Non Personal Services: 0

- **FTE 2019 Budget**
  - Personal Services: 0
  - Non Personal Services: 0

- **% of Project**
  - Personal Services: 0
  - Non Personal Services: 0

- **Total:**
  - Personal Services: 0
  - Non Personal Services: 0
KE0-TOP02-PROJECT DEVELOPMENT

Agency: MASS TRANSIT SUBSIDIES (KE0)
Implementing Agency: MASS TRANSIT SUBSIDIES (KE0)
Project No: TOP02

Ward: DISTRICT-WIDE
Location: LOCAL TRANSIT

Facility Name or Identifier: LOCAL TRANSIT
Status: Ongoing Subprojects
Useful Life of the Project: 30
Estimated Full Funding Cost: $13,343,000

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)

<table>
<thead>
<tr>
<th>Funding By Phase - Prior Funding</th>
<th>Proposed Funding</th>
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<tbody>
<tr>
<td>Phase</td>
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<td>(04) Construction</td>
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<th>Funding By Source - Prior Funding</th>
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</thead>
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<tr>
<td>GO Bonds - New (0300)</td>
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<td>Pay Go (0301)</td>
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<td>TOTALS</td>
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Additional Appropriation Data

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<th>Fiscal Year</th>
<th>Original 6-Year Budget Authority</th>
<th>Budget Authority Through FY 2023</th>
<th>Budget Authority Request Through FY 2024</th>
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Estimated Operating Impact Summary

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<tr>
<th>Expenditure (X) or Cost Reduction (-)</th>
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<th>FY 2020</th>
<th>FY 2021</th>
<th>FY 2022</th>
<th>FY 2023</th>
<th>FY 2024</th>
<th>6 Yr Total</th>
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<tbody>
<tr>
<td>Increase (Decrease)</td>
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<td>0</td>
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Milestone Data

<table>
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<tr>
<th>Environmental Approvals</th>
<th>Projected</th>
<th>Actual</th>
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<td>Design Start (FY)</td>
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<td>Closeout (FY)</td>
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Full Time Equivalent Data

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<tr>
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</table>

Increase (Decrease) | 650
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: REGIONAL TRANSIT
Status: Ongoing Subprojects
Useful Life of the Project: 20
Estimated Full Funding Cost: $1,752,193,000

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
**KE0-SA311-WMATA FUND - PRIIA**

**Agency:** MASS TRANSIT SUBSIDIES (KE0)

**Implementing Agency:** MASS TRANSIT SUBSIDIES (KE0)

**Project No:** SA311

**Ward:** DISTRICT-WIDE

**Facility Name or Identifier:** REGIONAL TRANSIT

**Status:** Ongoing Subprojects

**Useful Life of the Project:** 30

**Estimated Full Funding Cost:** $505,387,000

**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

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**Funding By Phase - Prior Funding**

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<tr>
<td><strong>TOTALS</strong></td>
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<td><strong>0</strong></td>
<td><strong>100,000</strong></td>
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**Funding By Source - Prior Funding**

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<tr>
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<td><strong>378,830</strong></td>
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<td><strong>0</strong></td>
<td><strong>26,597</strong></td>
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**Additional Appropriation Data**

- First Appropriation FY 2009
- Original 6-Year Budget Authority 5,033
- Budget Authority Through FY 2023 505,202
- FY 2018 Budget Authority Changes 315
- Capital Reprogramming FY 2018 YTD 130
- 6-Year Budget Authority Through FY 2023 505,387
- Budget Authority Request Through FY 2024 505,387

**Estimated Operating Impact Summary**

- Estimated Operating Impact: No estimated operating impact

**Milestone Data**

<table>
<thead>
<tr>
<th>Environmental Approvals</th>
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<th>Actual</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design Start (FY)</td>
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<tr>
<td>Closeout (FY)</td>
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**Full Time Equivalent Data**

- Personal Services: 0.0
- Non-Personal Services: 50,000

271 - KE0