

(KE0) MASS TRANSIT SUBSIDIES

MISSION

The mission of the Washington Metropolitan Area Transit Authority (WMATA) is to provide the public with a safe, efficient and affordable means of travel. This budget reflects only the District of Columbia government appropriation to the agency, and provides funding policy recommendations and coordination of services under the direction of the District's Department of Transportation (Transit Delivery Division).

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.

CAPITAL PROGRAM OBJECTIVES

The continued growth and vitality of the city and region greatly relies on a safe, efficient, and reliable Metro system to transport residents and visitors alike. The CIP includes \$1.7 billion for safety improvements, improving the effectiveness of the current rail and bus networks, increasing system capacity, and rebuilding the Metro system. These funds include an average of over \$275 million per year as part of the regional commitment to fund long-term Metro capital improvements at \$500 million annually region-wide.

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 2024 :** Represents the lifetime budget authority, including the 6-year budget authority for FY 2019 through FY 2024.
 - › **FY 2019 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 2024 :** This is the total 6-year authority for FY 2019 through FY 2024 including changes from the current fiscal year.
 - › **Budget Authority Request Through FY 2025 :** Represents the 6-year budget authority for FY 2020 through FY 2025.
 - › **Increase (Decrease) :** This is the change in 6-year budget requested for FY 2020 - FY 2025 (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					Approved Funding						
	Allotments	Spent	Enc/ID-Adv	Pre-Enc	Balance	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	6 Yr Total
(01) Design	905,968	905,951	0	0	17	318,500	273,000	276,000	278,000	280,000	282,000	1,707,500
(03) Project Management	7,587	7,586	0	0	1	1,000	1,000	1,000	0	0	0	3,000
(04) Construction	750,923	750,923	0	0	0	0	0	0	1,000	4,349	20,700	26,049
(05) Equipment	49,900	49,900	0	0	0	0	0	0	0	0	0	0
TOTALS	1,714,378	1,714,359	0	0	18	319,500	274,000	277,000	279,000	284,349	302,700	1,736,549

Source	Funding By Source - Prior Funding					Approved Funding						
	Allotments	Spent	Enc/ID-Adv	Pre-Enc	Balance	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	6 Yr Total
GO Bonds - New (0300)	1,675,904	1,675,885	0	0	18	141,000	90,145	87,629	82,948	82,446	94,770	578,938
Pay Go (0301)	38,474	38,474	0	0	0	178,500	183,855	189,371	196,052	201,903	207,930	1,157,611
TOTALS	1,714,378	1,714,359	0	0	18	319,500	274,000	277,000	279,000	284,349	302,700	1,736,549

Additional Appropriation Data	
First Appropriation FY	1998
Original 6-Year Budget Authority	1,338,613
Budget Authority Through FY 2024	3,124,873
FY 2019 Budget Authority Changes	
ABC Fund Transfers	332
Capital Reprogrammings FY 2019 YTD	0
6-Year Budget Authority Through FY 2024	3,125,205
Budget Authority Request Through FY 2025	3,450,927
Increase (Decrease)	325,722

Estimated Operating Impact Summary							
Expenditure (+) or Cost Reduction (-)	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	6 Yr Total
No estimated operating impact							

Full Time Equivalent Data			
Object	FTE	FY 2020 Budget	% of Project
Personal Services	0.0	0	0.0
Non Personal Services	0.0	319,500	100.0

KE0-SA503-NOMA PEDESTRIAN TUNNEL

Agency: MASS TRANSIT SUBSIDIES (KE0)
Implementing Agency: MASS TRANSIT SUBSIDIES (KE0)
Project No: SA503
Ward: 6
Location: NOMA-GALLAUDET U METRO STATION
Facility Name or Identifier: NOMA PEDESTRIAN TUNNEL
Status: New
Useful Life of the Project: 30
Estimated Full Funding Cost: \$23,049,000

Description:

Build a new eastern entrance for the NoMa-Gallaudet Metrorail station and a pedestrian tunnel under the Amtrak tracks.

Justification:

Transit accessibility is a priority for the Council, and a proposed eastern entrance to the NoMa-Gallaudet Metrorail station would reduce the walk from the station to Union Market by about two-tenth of a mile. The Council added \$23 million to the capital budget for a pedestrian tunnel under the Amtrak tracks, which will make it possible to build this new entrance.

Progress Assessment:

New project

Related Projects:

N/A

(Dollars in Thousands)

Funding By Phase - Prior Funding						Approved Funding						
Phase	Allotments	Spent	Enc/ID-Adv	Pre-Enc	Balance	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	6 Yr Total
(04) Construction	0	0	0	0	0	0	0	0	0	3,349	19,700	23,049
TOTALS	0	0	0	0	0	0	0	0	0	3,349	19,700	23,049

Funding By Source - Prior Funding						Approved Funding						
Source	Allotments	Spent	Enc/ID-Adv	Pre-Enc	Balance	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	6 Yr Total
GO Bonds - New (0300)	0	0	0	0	0	0	0	0	0	3,349	19,700	23,049
TOTALS	0	0	0	0	0	0	0	0	0	3,349	19,700	23,049

Additional Appropriation Data

First Appropriation FY		
Original 6-Year Budget Authority		0
Budget Authority Through FY 2024		0
FY 2019 Budget Authority Changes		0
6-Year Budget Authority Through FY 2024		0
Budget Authority Request Through FY 2025		23,049
Increase (Decrease)		23,049

Estimated Operating Impact Summary

Expenditure (+) or Cost Reduction (-)	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	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 2020 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: 30
Estimated Full Funding Cost: \$14,144,000

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)

Funding By Phase - Prior Funding						Approved Funding						
Phase	Allotments	Spent	Enc/ID-Adv	Pre-Enc	Balance	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	6 Yr Total
(03) Project Management	7,587	7,586	0	0	1	1,000	1,000	1,000	0	0	0	3,000
(04) Construction	434	434	0	0	0	0	0	0	1,000	1,000	1,000	3,000
TOTALS	8,021	8,020	0	0	1	1,000	1,000	1,000	1,000	1,000	1,000	6,000

Funding By Source - Prior Funding						Approved Funding						
Source	Allotments	Spent	Enc/ID-Adv	Pre-Enc	Balance	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	6 Yr Total
GO Bonds - New (0300)	7,587	7,586	0	0	1	1,000	1,000	1,000	0	0	0	3,000
Pay Go (0301)	434	434	0	0	0	0	0	0	1,000	1,000	1,000	3,000
TOTALS	8,021	8,020	0	0	1	1,000	1,000	1,000	1,000	1,000	1,000	6,000

Additional Appropriation Data

First Appropriation FY	2012
Original 6-Year Budget Authority	6,594
Budget Authority Through FY 2024	12,671
FY 2019 Budget Authority Changes	0
6-Year Budget Authority Through FY 2024	12,671
Budget Authority Request Through FY 2025	14,021
Increase (Decrease)	1,350

Estimated Operating Impact Summary

Expenditure (+) or Cost Reduction (-)	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	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 2020 Budget	% of Project
Personal Services	0.0	0	0.0
Non Personal Services	0.0	1,000	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: REGIONAL TRANSIT
Status: Ongoing Subprojects
Useful Life of the Project: 20
Estimated Full Funding Cost: \$2,029,840,000

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)

Funding By Phase - Prior Funding							Approved Funding						
Phase	Allotments	Spent	Enc/ID-Adv	Pre-Enc	Balance		FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	6 Yr Total
(01) Design	371,840	371,840	0	0	0		269,000	273,000	276,000	278,000	280,000	282,000	1,658,000
TOTALS	371,840	371,840	0	0	0		269,000	273,000	276,000	278,000	280,000	282,000	1,658,000

Funding By Source - Prior Funding							Approved Funding						
Source	Allotments	Spent	Enc/ID-Adv	Pre-Enc	Balance		FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	6 Yr Total
GO Bonds - New (0300)	366,140	366,140	0	0	0		90,500	89,145	86,629	82,948	79,097	75,070	503,389
Pay Go (0301)	5,700	5,700	0	0	0		178,500	183,855	189,371	195,052	200,903	206,930	1,154,611
TOTALS	371,840	371,840	0	0	0		269,000	273,000	276,000	278,000	280,000	282,000	1,658,000

Additional Appropriation Data

First Appropriation FY	2015
Original 6-Year Budget Authority	416,453
Budget Authority Through FY 2024	1,728,018
FY 2019 Budget Authority Changes	0
6-Year Budget Authority Through FY 2024	1,728,018
Budget Authority Request Through FY 2025	2,029,840
Increase (Decrease)	301,823

Estimated Operating Impact Summary

Expenditure (+) or Cost Reduction (-)	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	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 2020 Budget	% of Project
Personal Services	0.0	0	0.0
Non Personal Services	0.0	269,000	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: REGIONAL TRANSIT
Status: Ongoing Subprojects
Useful Life of the Project: 30
Estimated Full Funding Cost: \$506,598,000

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. A 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)

Funding By Phase - Prior Funding						Approved Funding						
Phase	Allotments	Spent	Enc/ID-Adv	Pre-Enc	Balance	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	6 Yr Total
(01) Design	451,128	451,110	0	0	17	49,500	0	0	0	0	0	49,500
(04) Construction	441	441	0	0	0	0	0	0	0	0	0	0
TOTALS	451,569	451,551	0	0	17	49,500	0	0	0	0	0	49,500

Funding By Source - Prior Funding						Approved Funding						
Source	Allotments	Spent	Enc/ID-Adv	Pre-Enc	Balance	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	6 Yr Total
GO Bonds - New (0300)	451,403	451,386	0	0	17	49,500	0	0	0	0	0	49,500
Pay Go (0301)	165	165	0	0	0	0	0	0	0	0	0	0
TOTALS	451,569	451,551	0	0	17	49,500	0	0	0	0	0	49,500

Additional Appropriation Data

First Appropriation FY	2009
Original 6-Year Budget Authority	5,033
Budget Authority Through FY 2024	501,237
FY 2019 Budget Authority Changes	
ABC Fund Transfers	332
Capital Reprogrammings FY 2019 YTD	0
6-Year Budget Authority Through FY 2024	501,569
Budget Authority Request Through FY 2025	501,069
Increase (Decrease)	-500

Estimated Operating Impact Summary

Expenditure (+) or Cost Reduction (-)	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	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 2020 Budget	% of Project
Personal Services	0.0	0	0.0
Non Personal Services	0.0	49,500	100.0