Washington Metropolitan Area Transit Authority

Description	FY 2002 Approved	FY 2003 Proposed	% Change
Operating Budget	$148,622,000	*$158,600,000	6.7

*Note: Budget is subject to change pending approval of the Washington Metropolitan Area Transit Authority's board.

The mission of the Washington Metropolitan Area Authority (WMATA) is to provide the public with an efficient, affordable and diverse means of travel, under the direction of the Mass Transportation Office, which provides funding, policy recommendations and coordination services to the agency.

WMATA, which provides an integrated bus and rail transit system for the metropolitan area, was created in 1967 through an interstate compact among the District of Columbia, Maryland, and Virginia. A Board of Directors, with representatives from each of the three jurisdictions, governs the affairs of WMATA. The agency's responsibilities include operation and administration of the system, setting recommended fares, and determining various funding sources, including the share of subsidy from each of the participating jurisdictions. The agency plans to fulfill its mission by achieving the following strategic goals:

- Increasing the number of trips taken within the District of Columbia using alternate means of transportation, including mass transit, walking, bicycle and high occupancy vehicles.
- Implementing alternative strategies based on system capacity to decrease current congestion levels within the District.
- Increasing rail and bus operations to relieve overcrowding and accommodate future growth.

Did you know…	
Percent change in transit ridership over prior year in FY 2001	6.4
Funding provided in FY 2001	$138,073,000
Cost to monitor each $10 million of subsidy in FY 2001	$24,892

Where the Money Comes From

Table KE0-1 shows the source(s) of funding for the Washington Metropolitan Area Transit Authority.

Table KE0-1

FY 2003 Proposed Operating Budget, by Revenue Type

(dollars in thousands)

	Actual FY 2000	Actual FY 2001	Approved FY 2002	Proposed FY 2003	Change From FY 2002
Local	135,531	163,073	148,622	158,600	9,978
Gross Funds	**135,531**	**163,073**	**148,622**	**158,600**	**9,978**

How the Money is Allocated

Table KE0-2 shows the FY 2003 proposed budget for the agency at the Comptroller Source Group level (Object Class level).

Table KE0-2

FY 2003 Proposed Operating Budget, by Comptroller Source Group

(dollars in thousands)

	Actual FY 2000	Actual FY 2001	Approved FY 2002	Proposed FY 2003	Change from FY 2002
Contractual Services - Other	0	25,000	0	0	0
Subsidies and Transfers	135,531	138,073	148,622	158,600	9,978
Non-personal Services	*135,531*	*163,073*	*148,622*	*158,600*	*9,978*
Total Proposed Operating Budget	**135,531**	**163,073**	**148,622**	**158,600**	**9,978**

Local Funds

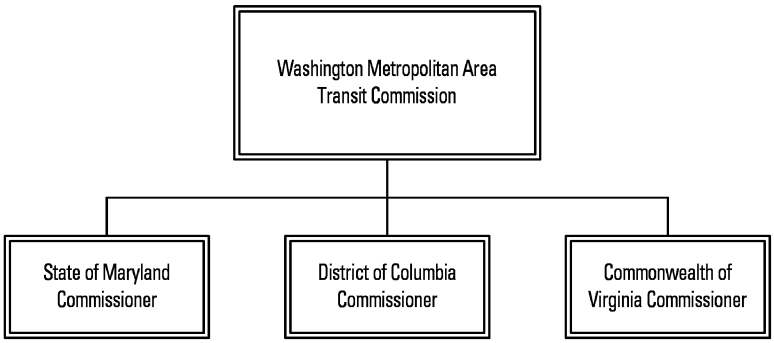
The proposed Local budget is $158,600,000, an increase of $9,978,000, or 6.7 percent, over the FY 2002 approved budget of $148,622,000. Since the funding is a subsidy, there are no FTEs associated with this agency. This program receives 100 percent of its funding from Local sources.

Significant changes are:

- An increase of $500,000 to develop productivity, clean fleet and human resources.
- An increase of $1,500,000 for station maintenance, system safety, rolling stock maintenance and data system vitality.
- An increase of $3,900,000 for continued growth through the purchasing of new bus service and new rail cars.
- An increase of $2,500,000 for operational service costs for the 100 new rail cars purchased in FY 2002.
- An increase of $1,000,000 for continued operational expenditures associated with the FY 2002 Business Plan.
- An increase of $578,000 for District requested local bus routes.

Figure KE0-1

Washington Metropolitan Area Transit Authority



Programs

The District's subsidy to WMATA consists of the following four elements: Metrorail, Metrobus, MetroAccess and Debt service.

Metrorail

The Metrorail operating subsidy provides the District's share of rail subsidy for WMATA to maintain the operation of the Metrorail system for District residents. WMATA currently operates 103 miles of the system in the metropolitan area with 83 stations. Approximately 38 miles of the operating rail system and 39 stations are in the District, serving approximately 200,000 trips by District residents per weekday.

Key initiatives for this program include:

- Maintaining the system, including system safety, station maintenance, rolling stock maintenance and data system vitality.
- Developing the system, including improvements in productivity, clean fleet and human resources.
- Continuing growth of the system with new rail cars.
- Building a New York Avenue Metrorail station to spur economic activity in that corridor.

Metrobus

District Metrobus operations provide service 24 hours a day, seven days a week on approximately 102 routes throughout the District, serving an average weekday ridership of 282,000 people.

Key initiatives for this program include:

- Providing service on the new bus route from L'Enfant Plaza to Tysons Corner, facilitating efforts of District residents to tap the job market in that area.

MetroAccess

Under the Americans with Disabilities Act (ADA), WMATA is required to provide curb-to-curb wheelchair lift-equipped van service for persons unable to use accessible conventional bus or rail services. WMATA contracts with private carriers for this paratransit service, called MetroAccess. In the District, the service has more than 3,500 certified riders and carries 13,250 passengers per month.

Key initiatives for this program include:

- Improving service liability through revised management initiatives.

Debt service

The District's Metrorail debt service finances the District's annual share of $997 million in bonds sold by WMATA in the 1970s for the rail construction program. This payment is consistent with the Ancillary Bond Repayment Participation Agreement entered into by the District of Columbia, Maryland, Virginia, and the U.S. Secretary of Transportation.

Capital Improvements Plan

The Washington Metropolitan Area Transit Authority's (WMATA) capital improvement program was not affected by the District-wide cost savings initiative for FY 2002. (Refer to Capital Improvement Plans, Appendix E).

The FY 2003 proposed capital budget for

WMATA is $40,500,000. This includes funding for existing programs and new initiatives. WMATA's Capital Improvement Program is comprised of:

- The Infrastructure Renewal Program (IRP) to address continuing rehabilitation requirements of the 103-mile Metrorail and Metrobus systems.
- The System, Access/Capacity Program (SAP) to address ridership growth and enhancement of accessibility within the existing system by providing rolling stock, parking and facilities requirements.
- The System Expansion Program (SEP) to address system expansion needs.
- The proposed Capital Improvements Program for WMATA creates a consolidated program by combining the above three programs. The proposed budget funds two major projects:
- SA2 (Metrobus) – The proposed budget authority is $18,400,000. In addition to $8,000,000 of the ongoing budget, this project has new authority of $10,400,000. It will be used for acquisition of buses and construction of bus facilities.
- SA3 (Metrorail) – The proposed budget authority of $22,100,000 provides continuing rehabilitation and expansion of the Metrorail for $21,600,000 and $500,0000 for rehabilitation of the northern bus garage.

Agency Goals and Performance Measures

Goal 1: The department will increase the number of trips taken, within the District of Columbia, using alternative means of transportation, including mass transit, walking, bicycle and high-occupancy vehicles to 15 percent by 2006.

Citywide Strategic Priority Area: Promoting Economic Development

Manager: Douglas Stallworth, Transportation Planner

Supervisor: Alex Eckmann, Administrator of Office of Mass Transit

Table KE0-4

Capital Improvement Plan, FY 2001-FY 2008

(dollars in thousands)

				FUNDING SCHEDULE							
Cost Elements	Through FY 2001	Budgeted FY 2002	Total	Year 1 FY 2003	Year 2 FY 2004	Year 3 FY 2005	Year 4 FY 2006	Year 5 FY 2007	Year 6 FY 2008	6 Years Budget	Total Budget
a. Long Term Financing:	100,205	65,600	165,805	40,500	46,200	68,300	71,100	88,100	0	314,200	480,005
b. Local Street Fund:	0	0	0	0	0	0	0	0	0	0	0
c. Grants:	0	0	0	0	0	0	0	0	0	0	0
d. Pay Go:	0	0	0	0	0	0	0	0	0	0	0
e. Hwy Trust Fund:	0	0	0	0	0	0	0	0	0	0	0
f. Equipment Lease	0	0	0	0	0	0	0	0	0	0	0
g. Alternative Financing	0	0	0	0	0	0	0	0	0	0	0
h. Other:	0	0	0	0	0	0	0	0	0	0	0
Total:	**100,205**	**65,600**	**165,805**	**40,500**	**46,200**	**68,300**	**71,100**	**88,100**	**0**	**314,200**	**480,005**
				EXPENDITURE SCHEDULE							
a. Design:	0	0	0	0	0	0	0	0	0	0	0
b. Site:	0	0	0	0	0	0	0	0	0	0	0
c. Project Management:	0	0	0	0	0	0	0	0	0	0	0
d. Construction:	100,205	23,200	123,405	34,000	39,500	61,400	64,000	80,800	0	279,700	403,105
e. Equipment:	0	42,400	42,400	6,500	6,700	6,900	7,100	7,300	0	34,500	76,900
Total:	**100,205**	**65,600**	**165,805**	**40,500**	**46,200**	**68,300**	**71,100**	**88,100**	**0**	**314,200**	**480,005**

Measure 1.1: Percent change in transit ridership over prior year

	Fiscal Year				
	2000	2001	2002	2003	2004
Target	N/A	N/A	5	3	3
Actual	5	6.4	-	-	-

Measure 1.2: Number of dollars provided (millions)

	Fiscal Year				
	2000	2001	2002	2003	2004
Target	135.5	138.1	148.6	158.6	165.7
Actual	135.5	138.1	-	-	-

Measure 1.3: Number of dollars requested by WMATA (millions)

	Fiscal Year				
	2000	2001	2002	2003	2004
Target	135.5	146.9	155.5	162.8	170.9
Actual	141.5	138.1	-	-	-

Measure 1.4: Cost to monitor each $10 million of subsidy

	Fiscal Year				
	2000	2001	2002	2003	2004
Target	26800	24892	24059	23200	23000
Actual	N/A	N/A	-	-	-