

Around 2004, WMATA initiated what was essentially a fund-raising campaign to address an unfunded \$1.5-billion six-year capital program. According to the 2012 WMATA budget, the CNI (Capital Needs Inventory) has soared to \$13.3 billion projected through 2020. That is a rate of increase of \$1.5 billion / yr, a total increase of \$11.8 billion over 8 years.

WMATA Finance & Administration Committee Information Item IV-A, November 3, 2011 document titled “Review of Capital Needs Inventory and Preliminary Capital Improvement Program” shows on pages 16-18 a Capital Needs Inventory of \$13.3 Billion, \$6.5 billion of which is listed as “unfunded”.

WMATA estimates today that Loudoun’s contribution to this deficit will be \$5.2 million in 2018 and \$7.7 million in 2025.

- Where will these funds ultimately come from, particularly the \$6.5 billion “unfunded”?
- Where will the \$1.5 billion per year come from to keep Metro in good repair.
- Where is the schedule showing WMATA is taking into consideration the ongoing physical depreciation of equipment and facilities?

Is Loudoun’s \$5.2M/\$7.7M figure including only the “funded” portion?

For close to 40 years WMATA has struggled with a extraordinary lack of dedicated funding sources has necessitated an over-reliance on annually appropriated support that makes the agency vulnerable to recurring financial crises.

- What if anything, is being done to change that?
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WMATA has been hounded for many years by a series of setbacks: mechanical problems and breakdowns on buses and trains, overcrowding on certain rail lines, communications and information troubles, and ongoing elevator and escalator hassles.

- Is there any evidence to support the idea that this is changing?
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For close to 10 years WMATA’s beleaguered paratransit service, the suspected theft of millions of dollars in parking fees by lot attendants, and concerns about safety and security all have raised questions about WMATA’s management and operations.

- Is there any evidence to support the idea that this is changing?
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With much of the system reaching the end of its useful life, the rail operation in particular is beginning to show its age as one of the oldest in the country.

- Why should Loudoun assume a share in paying for decades of deferred maintenance?
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As low-density settlement patterns, employment decentralization, and shifting consumption patterns continue to dominate regional growth trends, has WMATA studied its own long-term solvency?

With essentially no dedicated revenues at its disposal, WMATA must rely on appropriations from each local jurisdiction, or from Maryland or Virginia, to keep both the rail and the bus systems functioning. When WMATA develops its budget each year, it estimates the revenues it expects to receive (i.e., from fares, advertising, etc.). This is not nearly enough to cover all operating expenses.

- What does WMATA do when or if expenses are not adequate to cover a gap in direct subsidy payments from the localities which must authorize these payments each year through their normal budgeting?
 - What are WMATA’s unfunded obligations for health insurance and pensions?
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The Info packet for tonight's Loudoun BOS WMATA Work Session includes:

“Facility Ownership The previous work session item suggested that the County could negotiate for ownership of the facilities around the Metrorail stations within the County. WMATA staff has indicated that ownership of the facilities around the Metrorail stations is in fact a negotiable item. These negotiations could proceed at any time provided that Loudoun were to choose to remain in the Project.”

- Does this mean Metro thinks they will own the parking garages unless we “negotiate” for them?
 - Why would a private company want to build the Loudoun garages if WMATA will own them?
 - How much would Loudoun (or Public-Private Partner) have to pay to own the garages we build?
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The Info packet for tonight's BOS WMATA Work Session includes no reference to Loudoun's contribution to WMATA Debt Service, listed as TBD in the March 7, 2012 Loudoun BOS Dulles Rail Worksession info packet on page 39:

- What will Loudoun's contribution to WMATA debt service be?
 - Why has this not been disclosed yet?
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