

**MDOT RESPONSE TO DLS ANALYSIS**

***DLS Budget Analysis Issues***

---

- 1. Safety Concerns Lead to Direct Federal Transit Administration Oversight of The Safety of WMATA Rail System (Page 18)**

*MDOT should brief the committee on the status of efforts to develop compact legislation establishing the MSC.*

**MDOT Response:**

The Metro Safety Commission (MSC) will replace the Tri-State Oversight Committee (TOC) and provide safety oversight of the Washington Metropolitan Area Transit Authority (WMATA) Metrorail operations. Over the past several months, Maryland, the District of Columbia and the Commonwealth of Virginia have been working diligently to address the complicated legal and statutory requirements needed to establish the MSC with the enforcement authority MAP-21 requires. While substantial progress has been made, all three jurisdictions agree that there remain outstanding legal and technical issues, specifically around the issue of enforcing compliance with MSC directives that will need to be resolved before moving forward with legislation. Legal support services are currently being procured through the utilization of FTA grants targeted at State Safety Oversight development administered by the Washington Council of Governments (MWCOC) to support the needed research, development, and drafting of legislation to create the MSC. It is anticipated that this process will result in legislation being prepared for introduction in the three jurisdictions during their next legislative sessions. Maryland and Virginia expect this to occur during the 2017 legislative session.

**MDOT RESPONSE TO DLS ANALYSIS**

***DLS Budget Analysis Issues (continued)***

---

**2. Progress Made in Resolving Financial Management Issues but Restrictions on Drawdown of Federal Grant Funds Remain in Place (page 20)**

*WMATA should brief the committees on when it expects the Testing and Validation phase to be complete and when it expects to be able to resume use of the FTA automated electronic grant drawdown system.*

**MDOT Response:**

FTA's Financial Management Oversight (FMO) Testing and Validation Plan, dated September 30, 2015, transitioned WMATA into the validation stage of the corrective action plans WMATA established in response to the finding of the June 10, 2014 FMO report. In developing the Testing and Validation Plan, FTA gave consideration to items most critical to assuring systematic fixes to WMATA's financial controls. FTA's plan includes 20 action items grouped into three categories with WMATA deliverables due to FTA from October 2015 through December 2016. Of the 20 action items included in FTA's Testing and Validation Plan, 13 items are aligned to restoring access to FTA's Electronic Clearinghouse Operation (ECHO). Based on the validation plan timeline provided by FTA, WMATA estimates that FTA's validation will continue through March 31, 2017. WMATA continues to work with FTA and the Financial Management Oversight Contractor (FMOC) to timely meet all deliverable expectations of FTA's Testing and Validation Plan, and to provide the support and cooperation needed to accomplish onsite and offsite testing and validation objectives. Ultimately, FTA will determine when WMATA's full ECHO access will be restored. FTA has not indicated a target date or schedule for complete removal of the restriction.

**MDOT RESPONSE TO DLS ANALYSIS**

***Operating Budget Recommended Actions (page 21)***

---

1. Concur with Governor's allowance

**MDOT Response:**

The Department concurs with the DLS recommendation.

**MDOT RESPONSE TO DLS ANALYSIS**

***PAYGO Budget Recommended Actions (page 22)***

---

1. Reduce funding for capital grant to reflect the Maryland share of the Washington Metropolitan Area Transit Authority's fiscal 2017 proposed budget.

Amount of Reduction:           \$26,000,000

**MDOT Response:**

The Department concurs with the DLS recommendation.



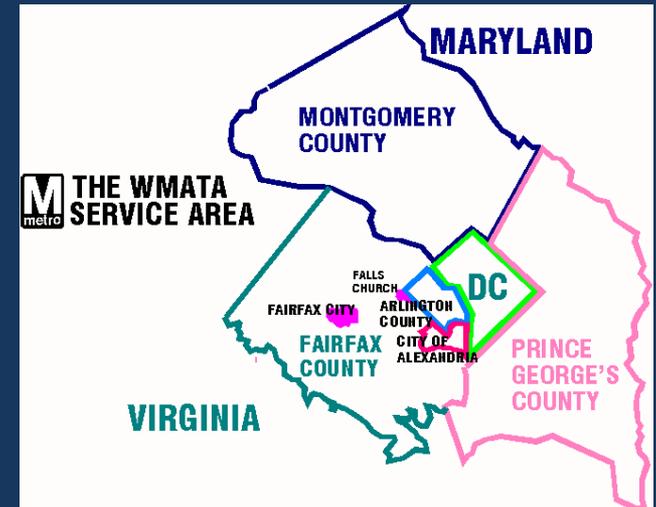
**Washington Metropolitan Area Transit Authority**

# WMATA FY2017 Overview



# Background

- Created in 1967 by interstate compact
- Multi-jurisdictional: DC, MD, VA
- Federal and regional partnership
- 16 Board Members
  - 4 from each jurisdiction and 4 federal members
  - 8 voting, 8 alternates
- Metro maintains the 2nd largest heavy rail system, 6th largest bus system and 5th largest paratransit system in the nation





# Key Performance Measures (2015)

## Washington Metropolitan Area Transit Authority

January – December 2015  
Annual Report

Published: January 2016



### Vital Signs

**Goal:** Meet or exceed customer expectations by consistently delivering quality service

**Goal:** Build and maintain a premier safety culture and system

**Goal:** Ensure financial stability and invest in our people and assets

**Goal:** Improve regional mobility and connect communities

### Performance

Bus On-Time Performance



Bus Fleet Reliability



Rail On-Time Performance



Rail Fleet Reliability



Elevator Availability



Escalator Availability



Customer Injury Rate



Employee Injury Rate



Crimes



Customer Satisfaction – Rail



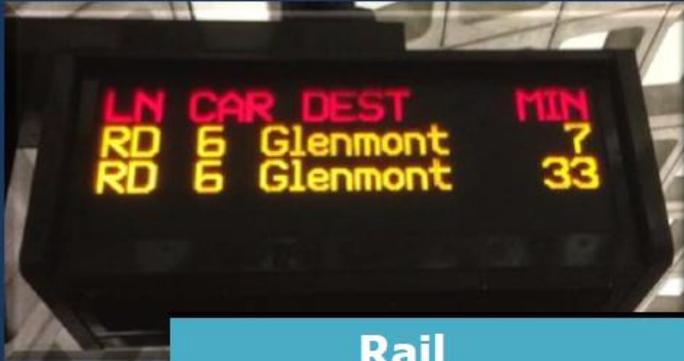
Customer Satisfaction – Bus



Color of bar reflects performance vs. target

2015 Target

# Customer Satisfaction Drivers



	Rail	Bus
1	Train reliability* – 25%	Reliability* – 23%
2	Station signage – 11%	On-time performance* – 17%
3	Train climate – 9%	Bus climate – 10%
4	Train cleanliness – 8%	Bus cleanliness – 8%
5	Ride quality – 8%	Bus safety – 7%

\* Defined by customers as:

Reliability – consistent service delivery

On-time performance – arriving according to schedule.



# Actions to Improve Reliability and On-Time Performance

## GM Priority Areas

- ✂ On time train arrivals; reduce waiting, crowding
- ✂ Mechanical wellness – fewer equipment failures
- ✂ Accelerate 7000-series delivery
- ✂ New bus and paratransit vehicles
- ✂ Track quality improvement program
- ✂ Signal priority in key bus corridors
- ✂ New cell phone app
- ✂ Pass products, simplify fares
- ✂ Social media customer complaint resolution



# Actions to Improve Safety

## GM Priority Areas

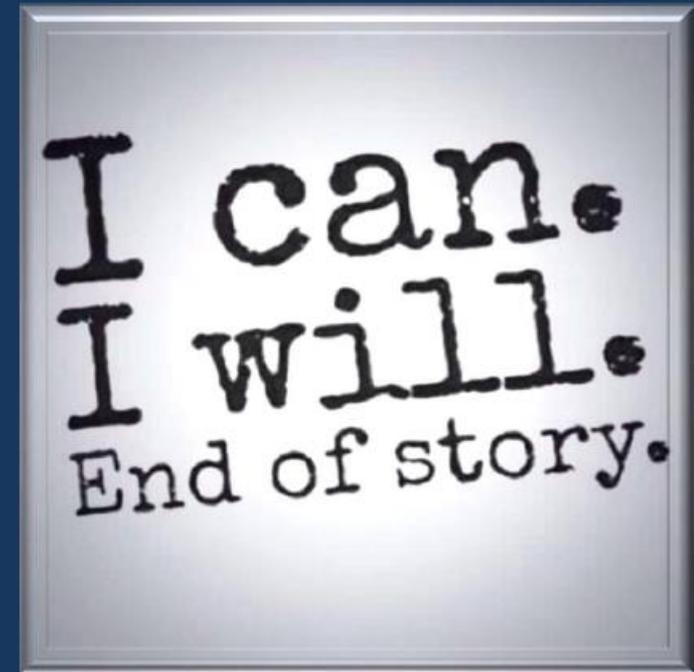
-  Hire Chief Safety Officer
-  Install public safety radio systems
-  Publish National Transportation Safety Board and Federal Transit Administration actions taken
-  Employ platform attendants
-  Enhance uniformed police patrol visibility



# Actions to Improve Accountability

## GM Priority Areas

-  Rail line management ownership
-  Institutional individual evaluations
-  Collective bargaining restructuring



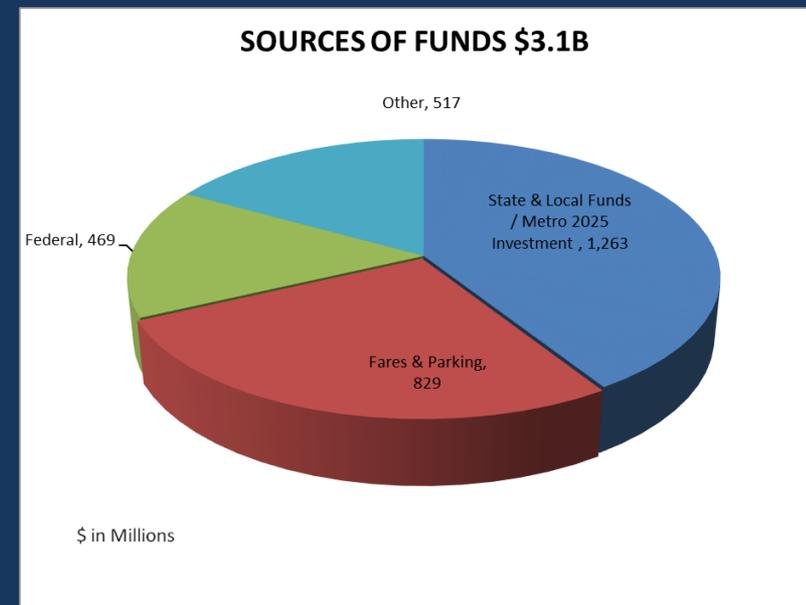


# FY 2017 Proposed budget - Sources of funds

## Summary of Funding by Program and Source

(Dollars in Millions)	FY2016 <u>Approved</u>	FY2017 <u>Proposed</u>
<b>Operating Budget</b>		
• Passenger Fares & Parking	\$ 859.0	\$ 829.0
• State and Local Funds <sup>1</sup>	\$ 866.5	\$ 866.5
• Business Revenues	\$ 45.0	\$ 47.0
• Other Sources	\$ 34.0	\$ 14.0
<b>Subtotal</b>	<b>\$ 1,804.5</b>	<b>\$ 1,756.5</b>
<b>Reimbursable Budget</b>		
• State and Local Funds	\$ 26.0	\$ 26.1
• Other Sources	\$ 95.0	\$ 168.6
<b>Subtotal</b>	<b>\$ 121.0</b>	<b>\$ 194.7</b>
<b>Capital Budget</b>		
• Federal Formula/Other Grants <sup>2</sup>	\$ 455.7	\$ 299.5
• Federal Dedicated Funds (PRIIA)	\$ 193.6	\$ 170.0
• State and Local Funds / Metro 2025 Investment	\$ 476.0	\$ 364.5
• Other Sources	\$ 39.9	\$ 6.6
• Planned Long-Term Financing	\$ -	\$ 287.7
<b>Subtotal</b>	<b>\$ 1,165.2</b>	<b>\$ 1,128.3</b>
<b>Total</b>	<b>\$ 3,090.7</b>	<b>\$ 3,079.5</b>

<sup>1</sup> Includes Net Subsidy and contributions for FY2017 Debt Service





# FY 2017 Proposed budget - Uses of funds

## Summary of Expenditures by Program

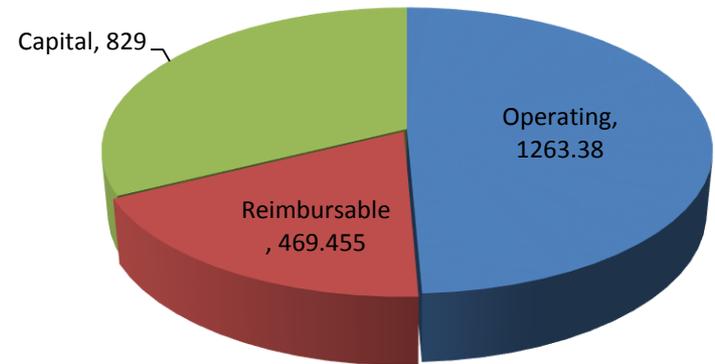
(Dollars in Millions)	FY2016 <u>Approved</u> <sup>1</sup>	FY2017 <u>Proposed</u>
<b>Operating Budget</b>		
• Metrobus	\$ 634.3	\$ 656.8
• Metrorail	\$ 1,058.5	\$ 952.9
• MetroAccess	\$ 121.2	\$ 125.6
<b>Subtotal - Authorized Operating Expense</b>	<b>\$ 1,814.0</b>	<b>\$ 1,735.3</b>
• Debt Service	\$ 21.2	\$ 21.2
• Preventive Maintenance Credit <sup>2</sup>	\$ (30.7)	\$ -
<b>Subtotal- Operating Budget</b>	<b>\$ 1,804.5</b>	<b>\$ 1,756.5</b>
<b>Reimbursable Budget</b>		
• Operating Reimbursable Projects	\$ 47.3	\$ 34.2
• Capital Reimbursable Projects	\$ 73.7	\$ 160.5
<b>Subtotal</b>	<b>\$ 121.0</b>	<b>\$ 194.7</b>
<b>Capital Budget</b>		
• Capital Improvement Program <sup>3</sup>	\$ 1,165.2	\$ 1,128.3
<b>Subtotal</b>	<b>\$ 1,165.2</b>	<b>\$ 1,128.3</b>
<b>Total</b>	<b>\$ 3,090.7</b>	<b>\$ 3,079.5</b>

<sup>1</sup> FY2016 figures for Operating are approved budget; figures for Capital are current forecast.

<sup>2</sup> FY2017 Preventive Maintenance expenses under Capital Improvement Program

<sup>3</sup> For the purposes of this table, Capital Reimbursable Project amounts reflect total forecasted expenditures for FY2017. Per WMATA Board policy, however reimbursable project budgets are managed on an obligation basis.

## USES OF FUNDS \$3.1B



\$ in Millions