

F

Public Works

Department of Public Works

Description	FY 2002 Approved	FY 2003 Proposed	% Change
Operating Budget			
- Department of Public Works	\$88,919,967	\$107,776,825	21.20
- Office of Transportation	\$38,346,532	-	-
TOTAL	\$127,266,499	\$107,776,825	-

The FY 2002 numbers were derived from the aggregate funding level for the Department of Public Works approved budget, and have been isolated strictly for historical and comparative purposes. The FY 2002 approved budget of \$127,266,499, for the Department of Public Works included \$38,346,532 for the Department of Transportation, which is now agency KAO. As a result of the separation of agencies in FY 2003, DDOT will continue to use the same agency code (KAO). A new agency code (KT0) was established for the Department of Public Works.

The mission of the Department of Public Works is to provide sanitation, parking enforcement, fleet maintenance, and energy related services to District residents, visitors, and businesses to ensure safe, clean and aesthetic neighborhoods and public spaces.

Prior to FY 2003, the Department of Public Works (DPW) was responsible for the functions performed by the District Department of Transportation (DDOT). For FY 2003, DDOT has been separated from DPW to form a new

agency. DDOT will continue to use the agency code KAO previously assigned to DPW and agency code KT0 has been established for DPW.

The Department of Public Works plans to fulfill its mission by achieving the following strategic result goals:

- Ensure the cleanliness of the District's gateway corridors, high-visibility commercial areas, residential neighborhoods and industrial zones.
- Generate a rating of clean or moderately clean for 85 percent of commercial and residential areas by FY 2003 (based on the Office of the Clean City Coordinator's Environmental rating scale).
- Deliver scheduled services in a timely and reliable manner.
- Publish 100 percent of core services schedules or service delivery expectations by FY 2003.
- Deliver 95 percent of services within established time frames by FY 2004.
- Establish training and incentive programs to attract and retain a highly skilled workforce

Did you know...

Telephone to request DPW service	(202) 727-1000
Miles of city streets cleaned by DPW sweepers	1,100
Number of blocks of residential streets monitored by DPW parking officers	3,500
Number of metered parking spaces monitored by DPW parking officers	15,200
Number of public littercans provided by DPW on heavily used streets throughout the District	2,700
Tons of leaves collected from residential neighborhoods in fall 2001	8,000
Number of abandoned vehicle complaints investigated monthly	2,000

- to improve performance and accountability.
- Fill 95 percent of core service delivery positions by FY 2004.
- Ensure that 95 percent of DPW staff have attended at least one training program during the fiscal year by FY 2004.
- Increase multilingual personnel by 10 percent each year by FY 2004.
- Develop integrated information systems to support business operations.
- Develop long-range information systems plans for 95 percent of DPW activities by FY 2003.
- Ensure mission critical equipment will be available for core services.
- Maintain an industry standard replacement schedule for 90 percent of DPW's mission critical equipment by FY 2003.
- Establish and enforce a regular preventive maintenance schedule for 80 percent of DPW's equipment and vehicles by FY 2003.
- Make available, on a daily basis, 99 percent of mission critical equipment by FY 2004.
- Operate in attractive and safe facilities so that the department can deliver services efficiently.
- Improve, within the past three years, 100 percent of core service delivery worksites by FY 2004.
- Contribute to the citywide environmental agenda.
- Ensure 100 percent participation in the government building recycling program by FY 2003.

Where the Money Comes From

Table KT0-1 shows the source(s) of funding for the Department of Public Works.

Table KT0-1
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	0	0	0	89,287	89,287
Other	0	0	0	2,242	2,242
Intra-District	0	0	0	16,248	16,248
Gross Funds	0	0	0	107,777	107,777

How the Money is Allocated

Tables KT0-2 and 3 show the FY 2003 proposed budget for the agency at the Comptroller Source Group level (Object Class level) and FTEs by fund type.

Table KT0-2

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
Regular Pay - Cont Full Time	0	0	0	35,513	35,513
Regular Pay - Other	0	0	0	8,556	8,556
Additional Gross Pay	0	0	0	1,118	1,118
Fringe Benefits - Curr Personnel	0	0	0	7,200	7,200
<i>Personal Services</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>52,388</i>	<i>52,388</i>
Supplies and Materials	0	0	0	3,699	3,699
Energy, Comm. and Bldg Rentals	0	0	0	7,267	7,267
Rentals - Land and Structures	0	0	0	1,749	1,749
Janitorial Services	0	0	0	292	292
Security Services	0	0	0	2,409	2,409
Other Services and Charges	0	0	0	15,363	15,363
Contractual Services - Other	0	0	0	12,433	12,433
Equipment and Equipment Rental	0	0	0	3,852	3,852
Debt Service	0	0	0	8,324	8,324
<i>Nonpersonal Services</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>55,388</i>	<i>55,388</i>
Total Proposed Operating Budget	0	0	0	107,777	107,777

Table KT0-3

FY 2003 Full-Time Equivalent Employment Levels*

	Actual FY 2000	Actual FY 2001	Approved FY 2002	Proposed FY 2003	Change from FY 2002
Local	0	0	0	1,059.2	1,059.20
Other	0	0	0	40	40.00
Intra-District	0	0	0	139	139.00
Total FTEs	0	0	0	1,238.2	1,238.20

*Due to the separation of agencies, the FY 2002 approved budget is reflected as the consolidated budget for the District Department of Transportation (KA0). Refer to the Operating Appendices (bound separately) for further details.

Local Funds

The proposed Local budget is \$89,286,821, an increase of \$14,427,889, or 19.3 percent, over the FY 2002 approved budget of \$74,858,933. Of this increase, \$2,556,204 is in personal services and \$11,871,685 is in nonpersonal services. There are 1,059.2 FTEs funded by Local sources, a decrease of 59 FTEs from FY 2002. This decrease is primarily associated with the transfer of 51 positions to the Intra-District budget for the restructuring of Fleet Management operations. Fleet Management will be funded entirely from Intra-District sources.

Significant changes are:

- An increase of \$1,995,552 to fully fund 166 positions approved for FY 2002 associated with the Parking Enforcement Program. The Council funded the positions at 70 percent in FY 2002. This increase provides for the remaining 30 percent of funding for the positions.
- An increase of \$578,770 to fund DPW's Seat Management Program, enabling DPW to operate and maintain all personal computers, which are critical to DPW's operational and strategic goals.
- An increase of \$1,004,967 to fund an increase in the Trash Hauling and Disposal Contract.
- An increase of \$3,337,423 for the pay increase approved in FY 2002.
- A decrease of \$160,898 for fixed costs in energy.
- An increase of \$1,220,319 to adjust central administrative costs and transfer positions from DDOT for the roadside landscaping crew.
- An increase of \$1,024,000 to invest in the following: \$324,000 to provide additional street litter disposal containers to address requests from various neighborhoods, and \$700,000 to support a Centralized Towing, Tracking and Dispatch System (CTTDS).
- A reduction of \$286,000 and six FTEs associated with the Office of the Chief Financial Officer's consolidation.
- An increase of \$75,000 and one FTE to invest in the Clean City initiative.
- An increase of \$360,000 and eight FTEs to

invest in the Solid Waste Education and Enforcement Program (SWEEP).

- An increase of \$3,500,000 for contractual increases in the trash hauling and disposal program.
- An increase of \$2,853,000 to reflect debt service master lease program requirements.
- A decrease of \$1,074,178 and 11 FTEs for the restructuring of DDOT.
- A decrease of \$66 for miscellaneous operating expenses.

Other Funds

The proposed Other budget is \$2,242,307, an increase of \$689,887, or 44.4 percent, over the FY 2002 approved budget of \$1,552,420. Of this increase, \$410,390 is in personal services and \$279,497 is in nonpersonal services. There are 40 FTEs funded by Other sources, a decrease of 10 FTEs from the FY 2002 level. This decrease is associated with the reallocation of resources for the separation of DDOT from DPW in FY 2003.

The significant change is:

- An increase of \$689,887 for the restructuring of DDOT and a corresponding adjustment to reflect anticipated O-type revenues.

Intra-District Funds

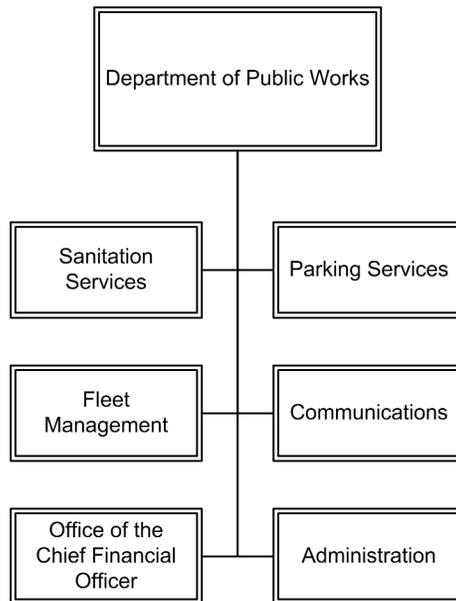
The proposed Intra-District budget is \$16,247,697, an increase of \$3,739,083, or 29.9 percent, over the FY 2002 approved budget of \$12,508,614. Of this increase \$3,071,912 is in personal services and \$667,171 is in nonpersonal services. There are 139 FTEs supported by Intra-District funds, an increase of 71 FTEs over the FY 2002 approved FTE level.

The significant change is:

- A net increase of \$3,739,083 that includes \$3,071,912 for positions whose funding support will move from Local personal services to Intra-District personal services based on the agency's proposed restructuring of the Fleet Management operations, and \$667,171 in related nonpersonal services costs to reflect the total fleet costs for the vehicles maintained by the Fleet Management Program.

Figure KT0-1

Department of Public Works



Programs

The Department of Public Works is committed to the following programs:

Sanitation Services Program

	FY 2002	FY 2003
Budget Amount	NA*	\$44,744,590
FTEs	NA*	640

* Data is not available for prior years, since the agency has created a new program structure based on Performance-Based Budgeting.

This program manages the collection and disposition of solid waste (trash and recyclables) from more than 110,000 District residences, enforces compliance with District and federal trash disposal laws, and cleans approximately 1,100 miles of streets and 400 miles of alleys in the District. A full array of solid waste and recycling services are provided through four activities - the Enforcement of Sanitation Regulations, Public Space Cleaning, Sanitation Collections & Removals, and Sanitation Disposal.

Key initiatives associated with the Sanitation Services program are:

- Reengineering the residential recycling program to increase the diversion rate.
- Aligning and rationalizing Sanitation Services routes by integrating routing software and Geographical Information Systems mapping technology.
- Evaluating the effectiveness of alternative fuel in trash trucks.

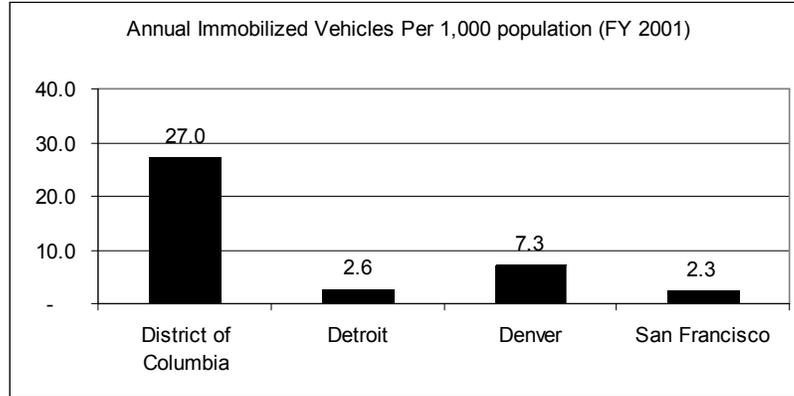
For FY 2003, proposed funding for Sanitation Services totals \$44,744,590, or 41.5 percent of the FY 2003 proposed budget and 640 FTEs.

For more detailed information regarding the proposed funding for the activities within the *Sanitation Services* program, please see schedule 30-PBB on page F-5 of the FY 2003 Operating Appendices volume.

The key benchmark for the Parking Services program is:

Annual Immobilized Vehicles Per 1,000 Population (FY 2001)

KT0-Figure 2



Key Result Measures

This program primarily supports the Citywide Strategic Priority Area of: Making Government Work

Program Manager: Tom Henderson, Solid Waste Administrator

Program Manager Supervisor: Leslie Hotaling, DPW Agency Director

Percent of D.C. gateways, commercial and residential areas rated "clean" and "moderately clean"

	FY 2003	FY 2004
Target	85	85

Percent of on-time trash collection during scheduled hours

	FY 2003	FY 2004
Target	94	95

Percent of bulk pick-ups collected within 10 days of customer's request

	FY 2003	FY 2004
Target	97	98

Percent of waste transferred within the same business day

	FY 2003	FY 2004
Target	95	95

Percent of sanitation enforcement requests investigated within 5 business days

	FY 2003	FY 2004
Target	80	90

Parking Services Program

	FY 2002	FY 2003
Budget Amount	NA*	\$21,157,974
FTEs	NA*	359

* Data is not available for prior years, since the agency has created a new program structure based on Performance-Based Budgeting.

This program provides parking enforcement services to District residents, businesses, and visitors for the purpose of encouraging voluntary compliance with parking regulations and ensuring safe and normal traffic flow. To achieve these objectives, the Program's Parking Regulations Enforcement and Towing activities enforce on-street parking regulations across the District, impound vehicles that are illegally parked, and remove and dispose of abandoned and junk vehicles.

Key initiatives associated with the Parking Services program are:

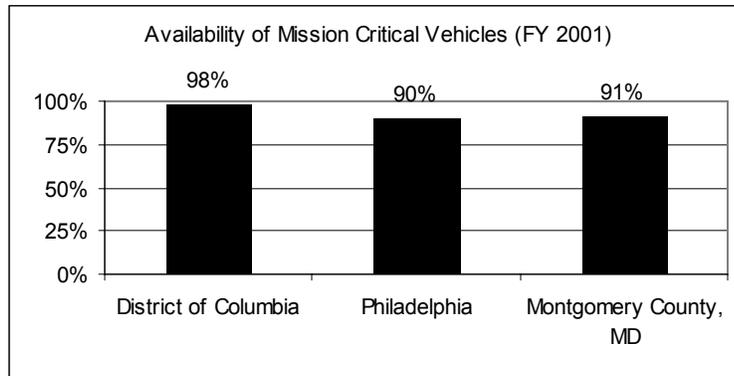
- Shortening the cycle time for the disposal of abandoned and junk vehicles through legislative and business process modifications.
- Hiring the full contingent of parking officers and deploying them by neighborhood to tailor enforcement services to community needs.

For FY 2003, proposed funding for Parking Services totals \$21,157,974, or 19.4 percent of the FY 2003 proposed budget and 359 FTEs.

The key benchmark for the Fleet Management program is:

Availability of Mission Critical Vehicles (FY 2001)

KT0-Figure 3



For more detailed information regarding the proposed funding for the activities within the *Parking Services* program, please see schedule 30-PBB on page F-5 of the FY 2003 Operating Appendices volume.

Key Result Measures

This program primarily supports the Citywide Strategic Priority Area of: Making Government Work

Program Manager: Gwen Mitchell, Parking Services Program Administrator

Program Manager Supervisor: Leslie Hotaling, DPW Agency Director

Percent of block faces covered by daily parking enforcement

	FY 2003	FY 2004
Target	30	35

Percent of residential parking enforcement service requests responded to within 48 hours

	FY 2003	FY 2004
Target	98	98

Percent of reported abandoned vehicles on public space removed within 13 business days of receipt

	FY 2003	FY 2004
Target	80	85

Percent of abandoned vehicles on private property removed within 90 days of receipt

	FY 2003	FY 2004
Target	75	85

Fleet Management Program

	FY 2002	FY 2003
Budget Amount	NA*	\$14,778,588
FTEs	NA*	115

* Data is not available for prior years, since the agency has created a new program structure based on Performance-Based Budgeting.

This program offers a complete roster of fleet maintenance and management services designed to keep approximately 4,500 vehicles and pieces of mobile equipment up and running for DPW and 35 other District government agencies. Services including preventive maintenance, major and minor mechanical repairs, fueling and fluids, and vehicle purchases are provided through the program's four activities - Fleet Consumables, Scheduled Fleet Maintenance, Unscheduled Vehicle & Equipment Repairs and Vehicles & Equipment Acquisitions. In FY 2003, Fleet Management will be funded entirely through a Memoranda of Understanding and Intra-District funds. The focus will be on Fleet Management's ability to provide customers with quality service at a competitive price.

Key initiatives associated with the Fleet Management program are:

- Establishing an internal service fund to support the fleet replacement program and mobile equipment maintenance services.
- Enforcing compliance with vehicle preventive maintenance program through fuel cut-off and potential fines.
- Completing a heavy equipment storage garage at the fleet management complex on West Virginia Avenue, NE.

For FY 2003, proposed funding for Fleet Management totals \$14,778,588, or 13.6 percent of the FY 2003 proposed budget and 115 FTEs.

For more detailed information regarding the proposed funding for the activities within the *Fleet Management* program, please see schedule 30-PBB on page F-5 of the FY 2003 Operating Appendices volume.

Key Result Measures

This program primarily supports the Citywide Strategic Priority Area of: Making Government Work

Program Manager: Ronald Flowers, Fleet Management Program Administrator

Program Manager Supervisor: Leslie Hotaling, DPW Agency Director

Percent of scheduled preventive maintenance completed monthly

	FY 2003	FY 2004
Target	80	80

Percent of mission critical fleet available for daily operations

	FY 2003	FY 2004
Target	98	99

Percent of mission critical fleet within useful life cycle, based on industry standards

	FY 2003	FY 2004
Target	90	90

Percent of days each year in which fueling stations are operational

	FY 2003	FY 2004
Target	98	98

Communications Program

	FY 2002	FY 2003
Budget Amount	NA*	\$424,880
FTEs	NA*	6

* Data is not available for prior years, since the agency has created a new program structure based on Performance-Based Budgeting.

Communicating information and educating the District's residents, businesses and institutions about DPW services is key to successfully achieving the Department's mission. The Communications Program provides this information to DPW stakeholders, as well as internal communications to DPW employees, so all have the information to better use DPW services and increase their awareness of departmental programs, issues and challenges. The Program achieves its charge through four activities - Customer Service, Internal Communications, Public Education, and Public Information. Services in the Communications program range from providing responses to customer inquiries to implementing promotional campaigns for the public.

Key initiatives associated with the Communications program are:

- Publish schedules or service delivery expectations for 95 percent of DPW core services.
- Ensure DPW front line constituent contacts are rated at the highest level of quality.

For FY 2003, proposed funding for Communications totals \$424,880, or 0.4 percent of the FY 2003 proposed budget and six FTEs.

For more detailed information regarding the proposed funding for the activities within the *Communications* program, please see schedule 30-PBB on page F-4 of the FY 2003 Operating Appendices volume.

Key Result Measures

This program primarily supports the Citywide Strategic Priority Area of: Making Government Work

Program Managers: Mary Myers, DPW Public Information Officer; Kay Phillips, Customer Service Business Manager

Program Managers Supervisor: Leslie Hotaling, DPW Agency Director

Percent of citizen satisfaction with availability of information concerning DPW

	FY 2003	FY 2004
Target	70	75

Percent of D.C. public schools participating in training and information programs

	FY 2003	FY 2004
Target	20	30

Percent of surveyed employees reporting that they have the departmental knowledge and information they need to be effective in their jobs

	FY 2003	FY 2004
Target	65	75

Percent of correspondence (letters, emails, faxes) acknowledged within 48 hours

	FY 2003	FY 2004
Target	75	80

Percent of correspondence (letters, emails, faxes) acknowledged within 72 hours

	FY 2003	FY 2004
Target	85	85

Office of the Chief Financial Officer Program

	FY 2002	FY 2003
Budget Amount	NA*	\$14,027,292
FTEs	NA*	44

* Data is not available for prior years, since the agency has created a new program structure based on Performance-Based Budgeting.

This program provides financial services, formulates policies and procedures, and leads the integration of financial and service delivery planning and support. The program strives to achieve this integration by processing payments in a timely manner, providing accurate forecasting of expenditures and revenues, and proceeding with timely and accurate reconciliation of financial challenges and customer inquiries. There is one activity in this program: Financial Services. There are many services within this activity. A few of these services are: Accounts Receivable Services, Audit Monitoring and Reports, Fixed Asset Reports and Inventory and Accounting Entries.

Key initiatives associated with the Office of the Chief Financial Officer program are:

- Establishing a collaborative program and financial partnership that results in a fixed asset inventory and a method for accurately reporting property acquisition and disposition.
- Publishing comprehensive quarterly and annual reports for DPW using both public sector and private sector reports as models.

For FY 2003, proposed funding for the Office of the Chief Financial Officer totals \$14,027,292, or 13 percent of the FY 2003 proposed budget and 44 FTEs. Of this amount, \$5.5 million is associated with the debt service requirements for the acquisition of DPW vehicles purchased through the District's Master Lease Program.

For more detailed information regarding the proposed funding for the activities within the *Office of the Chief Financial Officer* program, please see schedule 30-PBB on page F-4 of the FY 2003 Operating Appendices volume.

Key Result Measures

This program primarily supports the Citywide Strategic Priority Area of: Making Government Work

Program Manager: Richard Quammen, Controller, Teresa Henderson, Deputy Chief Financial Officer, Andree Chan-Mann, Budget Director

Program Manager Supervisor: Pamela Graham, DPW Chief Financial Officer

Percent of approved invoices with purchase orders and receiving reports generating a check within 30 calendar days

	FY 2003	FY 2004
Target	90	90

Administration Program

	FY 2002	FY 2003
Budget Amount	NA*	\$12,643,502
FTEs	NA*	74

* Data is not available for prior years, since the agency has created a new program structure based on Performance-Based Budgeting.

This program provides leadership, direction and support services to DPW. The program strives to ensure that DPW employees have a clear sense of purpose and direction, a shared belief that they are working together to achieve objectives, and the necessary support services to deliver their services in a timely, efficient and effective manner. The Administration program activities include agency management, legal counsel, information technology, financial management, personnel, employee training, risk management, purchasing and internal support functions.

Key initiatives associated with the Administration program are:

- Implement a labor-management partnership in the Parking Services and Sanitation Services programs.
- Develop long-range information technology plans for all DPW activities.
- Improve working conditions in DPW facilities by: a) constructing a garage and operations center for the fleet of street and alley sweepers in the inner city to replace the loss of the 900 New Jersey Avenue, SE facility to economic development; and b) upgrading the ventilation and exhaust system in the fleet maintenance facility on West Virginia Avenue, NE.

For FY 2003, proposed funding for Administration totals \$12,643,502, or 11.7 percent of the FY 2003 proposed budget and 74 FTEs.

For more detailed information regarding the proposed funding for the activities within the Administration program, please see schedule 30-PBB on page F-4 of the FY 2003 Operating Appendices volume.

Key Result Measures

This program primarily supports the Citywide Strategic Priority Area of: Making Government Work

Program Manager: Mark Brown, Chief of Staff; Kevin Green, Agency Chief Procurement Officer; Michael Belak, DPW Chief Information Officer.

Program Manager Supervisor: Leslie Hotaling, DPW Agency Director

Percent of DPW program results measured achieved

	FY 2003	FY 2004
Target	70	75

Percent of employee grievances and discrimination complaints resolved without administrative litigation

	FY 2003	FY 2004
Target	70	70

Percent of DPW activities with long-range IT plans

	FY 2003	FY 2004
Target	95	100

Percent variance of estimate to actual revenue

	FY 2003	FY 2004
Target	5	5

Percent variance of estimate to actual expenditure

	FY 2003	FY 2004
Target	5	5

Percent of completed purchase requisitions under \$25,000 that result in purchase orders within 14 business days

	FY 2003	FY 2004
Target	80	85

Percent reduction in the DPW turnover rate as compared with FY 2001 baseline data

	FY 2003	FY 2004
Target	5	5

Percent of training session participants reporting they learned new skills they can use on the job

	FY 2003	FY 2004
Target	70	75

Percent reduction of employee lost workday injury cases DPW-wide as compared with FY 2002 baseline data

	FY 2003	FY 2004
Target	10	10

Percent of facility improvement projects in DPW completed on time and on budget

	FY 2003	FY 2004
Target	75	75

Capital Improvements Plan

As part of the District-wide cost savings initiative for FY 2002 the agency's total budget authority was reduced by \$5,606,938 from \$15,900,000 to \$10,293,062 (refer to Capital Improvements Plan Appendix E).

The FY 2003 proposed capital budget for the Department of Public Works is \$5,030,000.

This budget includes the Local Facilities funded from General Obligation or GO Bond Financing.

The agency's ongoing program includes funding for local facilities including renovation of the Fenwick Building and the Ft. Totten Transfer Station, in addition to rehabilitation of Benning Road Solid Waste Transfer Facility.

Table KT0-4
Capital Improvements Plan, FY 2001-FY 2008
(dollars in thousands)

Cost Elements	Through FY 2001	Budgeted FY 2002	Total	FUNDING SCHEDULE						6 Years Budget	Total Budget
				Year 1 FY 2003	Year 2 FY 2004	Year 3 FY 2005	Year 4 FY 2006	Year 5 FY 2007	Year 6 FY 2008		
a. Long Term Financing	10,192	18,756	28,947	5,030	0	0	0	0	0	5,030	33,977
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	38,599	7,850	46,449	0	0	0	0	0	0	0	46,449
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	48,791	26,606	75,396	5,030	0	0	0	0	0	5,030	80,426
				EXPENDITURE SCHEDULE							
a. Design	1,610	544	2,154	0	0	0	0	0	0	0	2,154
b. Site	0	0	0	0	0	0	0	0	0	0	0
c. Project Management	1,598	1,336	2,934	370	0	0	0	0	0	370	3,304
d. Construction	6,984	16,275	23,259	4,660	0	0	0	0	0	4,660	27,919
e. Equipment	38,599	8,450	47,049	0	0	0	0	0	0	0	47,049
Total	48,791	22,606	75,396	5,030	0	0	0	0	0	5,030	80,426

Department of Transportation

Description	FY 2002 Approved	FY 2003 Proposed	% Change
Operating Budget			
-Department of Public Works	\$88,919,967	-	-
-Department of Transportation	\$38,346,532	\$34,687,122	-9.5
TOTAL	\$127,266,499	\$34,687,122	-

Note: The FY 2002 approved budget of \$127,266,499 reflects the consolidated budgets for the Department of Public Works and the Department of Transportation. In FY 2003 they will become separate agencies with separate budgets.

The mission of the District Department of Transportation (DDOT) is to provide reliable transportation facilities and services for residents, visitors, commuters and businesses so they can move safely and efficiently, while enhancing quality of life and economic competitiveness.

Prior to FY 2003, DDOT was a division within the Department of Public Works. (DPW). For FY 2003, DDOT has become a separate cabinet-level agency to more effectively compete for federal transportation dollars. The agency plans to fulfill its mission by achieving the following strategic result goals:

- Work with external agencies and internal processes to eliminate barriers to ensure the organization will be fully staffed with individuals with the necessary skills and is able to obtain necessary contractual resources.

Did you know...

Number of blocks paved in FY 2001*	676
Percent of potholes filled within 72 hours in FY 2001	95
Percent of main roads passable within 12 hours of 4" to 8" of snow in FY 2001	80

* The annual target number for blocks paved is 200. In prior years, the agency has received unscheduled funding from Congress, which allowed more blocks to be paved.

- Reduce the number of vehicular, bicycle and pedestrian accidents and injuries by four percent annually, from FY 2002 to FY 2004.
- Increase the number of trips taken by alternate means of transportation, including mass transit, walking, bicycles, or high occupancy vehicles, by three percent annually, from FY 2002 to FY 2004.
- Implement alternative strategies to maintain or enhance overall system capacity and traffic flow.
- Maintain a rating of "good" or "excellent" for 70 percent of the District of Columbia's neighborhood streets, bridges, trees and sidewalks based on the DDOT Infrastructure Quality Index by FY 2003.
- Achieve a "good" or "better" rating on all DDOT services by 70 percent of individuals polled by FY 2004.

Where the Money Comes From

Table KA0-1 shows the source(s) of funding for the District Department of Transportation.

Table KA0-1

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	99,624	96,950	104,943	29,157	-75,786
Federal	2,159	2,587	4,392	4,669	276
Other	5,667	4,814	3,989	660	-3,329
Intra-District	9,449	9,342	13,942	201	-13,741
Gross Funds	116,899	113,694	127,266	34,687	-92,579

How the Money is Allocated

Tables KA0-2 and 3 show the FY 2003 proposed budget for the agency at the Comptroller Source Group level (Object Class level) and FTEs by fund type.

Table KA0-2

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
Regular Pay - Cont Full Time	35,951	34,455	35,838	8,165	-27,673
Regular Pay - Other	5,153	5,213	9,360	340	-9,020
Additional Gross Pay	9,316	5,100	2,772	814	-1,958
Fringe Benefits - Curr Personnel	8,515	7,760	7,750	1,552	-6,198
<i>Personal Services</i>	<i>58,935</i>	<i>52,528</i>	<i>55,720</i>	<i>10,871</i>	<i>-44,848</i>
Supplies and Materials	4,094	4,759	4,975	1,817	-3,157
Energy, Comm. And Bldg Rentals	10,135	10,693	12,240	6,509	-5,731
Telephone, Telegraph, Telegram,	2,700	2,460	1,193	0	-1,193
Rentals - Land And Structures	194	678	516	0	-516
Janitorial Services	0	423	450	0	-450
Security Services	0	2,433	3,066	0	-3,066
Other Services And Charges	6,666	5,532	6,636	1,433	-5,203
Contractual Services - Other	26,963	27,968	26,636	8,849	-17,787
Subsidies And Transfers	1,185	1,078	1,800	2,064	264
Equipment & Equipment Rental	3,566	3,212	6,842	1,517	-5,325
Debt Service	2,461	1,928	7,192	1,626	-5,566
<i>Nonpersonal Services</i>	<i>57,963</i>	<i>61,165</i>	<i>71,547</i>	<i>23,816</i>	<i>-47,731</i>
Total Proposed Operating Budget	116,899	113,694	127,266	34,687	-92,579

Table KA0-3

FY 2003 Full-Time Equivalent Employment Levels*

	Actual FY 2000	Actual FY 2001	Approved FY 2002	Proposed FY 2003	Change from FY 2002
Local	969	1,063	1,248	123	-1,124.70
Federal	5	19	3	0	-2.50
Other	40	28	50	7	-43.00
Intra-District	298	306	68	3	-65.00
Total FTEs	1,311	1,415.5	1,368.2	133	-1,235.20

NOTE: 1) Due to the separation of agencies, the FY 2002 approved budget is reflected as the consolidated budgets for DPW and DDOT. See operating appendices for further detail.

Local Funds

The proposed Local budget is \$29,157,324 a decrease of \$926,676, or 3.1 percent, from the FY 2002 approved budget of \$30,084,000. This is comprised of an increase of \$2,288,523 in personal services offset by a decrease of \$3,215,199 in nonpersonal services. There are 123 FTEs funded by Local sources, a decrease of 6.5 from FY 2002. This decrease is associated with the transfer of 10 FTEs to DPW for roadside landscaping, and the transfer of 7.5 positions that will be supported by capital funding primarily offset by 11 administrative positions transferred to DDOT from DPW.

The significant changes are:

- A decrease of \$5,400,000 in nonpersonal services associated with cost-saving initiatives including \$4,200,000 in streetlight maintenance and \$1,200,000 primarily attributed to tree trimming removal contracts and traffic operations.
- A decrease of \$579,195 in personal services for the transfer of 10 FTEs to DPW for roadside landscaping.
- A decrease of \$242,355 in contractual services.
- An increase of \$2,163,648 for the pay increase approved in FY 2002.
- An increase of \$1,000,000 for a federal contribution for the Safety Traffic Systems Management initiative.
- An increase of \$689,329 for fixed costs from Office of Finance and Resource Management (OFRM) estimates.
- An increase of \$300,000 for a Georgetown commuter bus advertisement bid.
- An increase of \$67,719 for miscellaneous

operating expenses.

- A net increase of \$1,074,178, comprised of an increase of \$704,070 in personal services and \$370,108 in nonpersonal services to support the transfer of 11 FTEs for administration from DPW.

Federal Funds

The proposed Federal budget is \$4,668,673, an increase of \$276,354 over the FY 2002 budget of \$4,392,319. This amount represents an increase in nonpersonal services for increased revenue projections associated with the Seat Belt Program and National Highway Traffic Safety Program. The primary source of Federal funding for FY 2003 is the Federal Highway Administration, which contributes money for Federal highway maintenance and repair in the District. There are no FTEs supported by the Federal fund. This is a decrease of 2.5 FTEs from the FY 2002 approved FTE level. This is a result of a transfer of positions to the Department of Public Works for the roadside landscape crew.

The significant change is:

- An increase of \$401,119 in subsidies and transfers and equipment for the seat belt enforcement and media initiative managed by the Urban Force Council.

Other Funds

The proposed Other funds budget is \$660,089, a net decrease of \$1,776,461 from the FY 2002 approved budget of \$2,436,550. Of this amount, a decrease of \$699,357 is in personal services, and a decrease of \$1,077,104 is in nonpersonal services. This fund consists of revenues

collected from fees for services performed including inspections and repair work.

There are seven FTEs funded by Other sources, a decrease of nine FTEs from the FY 2002 FTE level of 16. This decrease is a result of a transfer of positions to DPW for the roadside landscape crew.

The significant changes are:

- A decrease of \$699,357 in personal services for the conversion of 19 employees to the capital account.
- A decrease of \$1,102,719 represents declining revenue collections for services.
- An increase of \$25,615 for miscellaneous operating expenses.

Intra-District Funds

The proposed Intra-District budget is \$201,036, a decrease of \$1,232,627 from the FY 2002

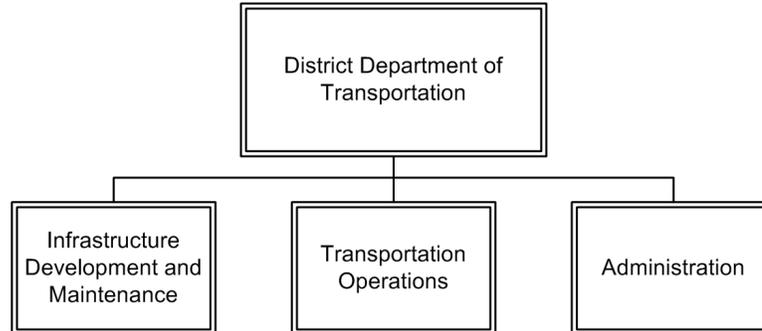
approved budget funding level of \$1,433,663. This amount consists of an increase of \$2,640 in personal services, offset by a decrease of \$1,235,267 in nonpersonal services. There are three FTEs supported by Intra-District funds, which remains unchanged from FY 2002. For FY 2003, Intra-District funds will be used to support various programs and initiatives such as school subsidies associated with the issuance of student metro farecards along with capital Intra-District transfers used to support ongoing construction projects.

The significant changes are:

- An increase of \$2,640 associated with a slight rise in additional pay and fringe benefits.
- A decrease of \$945,715 in contractual services and a decrease of \$289,552 in supplies, equipment, and services for declining revenue collections from agencies.

Figure KA0-1

Department of Transportation



Programs

The Department of Transportation is committed to the following programs:

Infrastructure Development and Maintenance Program

	FY 2002	FY 2003
Budget Amount	NA*	\$17,823,905
FTEs	NA*	73

* Data is not available for prior years, since the agency has created a new program structure based on Performance-Based Budgeting.

This program supports the planning, construction and maintenance of a high-quality transportation infrastructure.

This program includes project management teams comprised of a project management team leader; co-team leader; project engineers, staff engineers (design, bridge/structural, and general), planning and support staff (finance, contracting, clerks and inspectors). Each team will be given a portfolio of projects and the necessary resources. This structure will foster ownership, accountability and greater productivity.

The program also includes ward-based maintenance teams and will be charged with not only responding to maintenance requests, but also with being pro-active in identifying and conducting on-the-spot infrastructure repair. In addition, they will play a supporting role in snow and ice removal operations.

An often-overlooked element of the transportation infrastructure are the trees that line the streets of the District. Trees not only provide an environmental benefit, but also create a buffer between pedestrians and the flow of automobiles. Stewardship of trees will be taking on a more pronounced role, in terms of maintenance and as part of the review of project designs.

Key initiatives associated with the Infrastructure Development and Maintenance program are:

- Managing the national highway system asset management contract.
- Developing a comprehensive tree inventory system.
- Aligning DDOT operations into ward-based teams focusing on planning, project management, and maintenance.

For FY 2003, proposed funding for Infrastructure Development and Maintenance totals \$17,823,905, or 51.4 percent of the FY 2003 proposed budget, and 73 FTEs.

For more detailed information regarding the proposed funding for the activities within the *Infrastructure Development and Maintenance* program, please see schedule 30-PBB on page F-26 of the FY 2003 Operating Appendices volume.

Key Result Measures

This program primarily supports the Citywide Strategic Priority Area of: Making Government Work

Program Managers: Raj Ravilla, Chief Transportation Engineer; Ken Laden, Associate Director; Lars Etzkorn, Associate Director; Mark Buscaino, State Forester
Program Managers Supervisor: Dan Tangherlini, DDOT Agency Director

Percent of DDOT projects requiring revisions that raise project costs by more than 10 percent or cause a delay of 60 days or more after project construction begins

	FY 2003	FY 2004
Target	90	90

Percent of bid responses within 10 percent of engineer's estimate

	FY 2003	FY 2004
Target	80	80

Percent of projects requiring no change orders for design deficiency or latent conditions

	FY 2003	FY 2004
Target	80	80

Percent of streets rated good or excellent on the Pavement Quality Index

	FY 2003	FY 2004
Target	72	75

Percent of projects completed on time and within budget

	FY 2003	FY 2004
Target	80	80

Percent of potholes filled within 72 hours

	FY 2003	FY 2004
Target	95	95

Number of pothole complaint calls per mile maintained

	FY 2003	FY 2004
Target	6.3	6

Percent of trees interacted with (planted, trimmed or removed)

	FY 2003	FY 2004
Target	21	25

Number of fatalities per 100 million-vehicle miles of travel

	FY 2003	FY 2004
Target	2	2

Percent decrease in annual pedestrian fatalities and injuries from the preceding year

	FY 2003	FY 2004
Target	4	4

Percent of streetlight repairs completed within established timeframes

	FY 2003	FY 2004
Target	80	80

Percent of streets passable within established timeframes

	FY 2003	FY 2004
Target	85	85

Transportation Operations Program

	FY 2002	FY 2003
Budget Amount	NA*	\$1,704,017
FTE	NA*	23

* Data is not available for prior years, since the agency has created a new program structure based on Performance-Based Budgeting

This program provides an efficient and diverse transportation system for District residents, commuters and businesses for efficient travel within the District of Columbia.

The program regulates rights-of-way, and their uses, including traffic flow, parking and utility work. In addition to the operation of the traffic signal system, this program develops parking policy to maximize traffic volume or provide traffic calming, and permits the lawful use of public space.

Another facet of this program is the promotion of alternate forms of transportation and the funding for developing a multi-modal transportation system.

Key initiatives associated with the Transportation Operations program are:

- Developing and implementing a city-wide traffic calming program.
- Preparing a comprehensive bicycle plan.

For FY 2003, project funding for Transportation Operations totals \$1,704,017, or 4.9 percent of the FY 2003 proposed budget, and 23 FTEs.

For more detailed information regarding the proposed funding for the activities within the *Transportation Operations* program, please see schedule 30-PBB on page F-28 of the FY 2003 Operating Appendices volume.

Key Result Measures

This program primarily supports the *Citywide Strategic Priority Area of: Making Government Work*

Program Managers: Wil DerMinassian, Associate Director; Lars Etkorn, Associate Director; Ken Laden, Associate Director; Alex Eckmann, Mass Transit Administrator

Program Managers Supervisor: Dan Tangherlini, DDOT Agency Director

Percent of rights-of-way permittees in compliance

	FY 2003	FY 2004
Target	85	85

Percent of malfunctioning signals repaired within 24 hours

	FY 2003	FY 2004
Target	80	85

Percent of damaged stop or yield signs responded to within 24 hours

	FY 2003	FY 2004
Target	100	100

Percent change in transit ridership

	FY 2003	FY 2004
Target	3	3

Percent of total trips made by bicycles

	FY 2003	FY 2004
Target	1	1

Administration Program

	FY 2002	FY 2003
Budget Amount	NA*	15,159,200
FTEs	NA*	37

* Data is not available for prior years, since the agency has created a new program structure based on Performance-Based Budgeting.

This program is responsible for articulating the department's mission and vision, and then developing and coordinating DDOT's strategy for the allocation of resources to achieve its mission. The program provides policy direction, overall management, communications and executive direction to departmental staff, so that they can effectively deliver services to District of Columbia residents, businesses, commuters and visitors.

The program also is responsible for matching Federal and Local financial resources to planning objectives, and ensures the timely implementation of transportation improvement plans and projects. The program provides the basic management support services required by the department. These include employee-related services, contracting services, the use of information technology to enhance performance, purchasing services, and analysis of departmental operations.

Key initiatives associated with the Administration program are:

- Providing training and professional development for the project management program.
- Institutionalizing performance management program throughout DDOT to create a more focused and accountable agency.

For FY 2003, proposed funding for Administration totals \$15,159,200, or 43.7 percent of the FY 2003 proposed budget and 37 FTEs.

For more detailed information regarding the proposed funding for the activities within the Administration program, please see schedule 30-PBB on page F-26 of the FY 2003 Operating Appendices volume.

Key Result Measures

This program primarily supports the *Citywide Strategic Priority Area of: Making Government Work*

Manager: Kevin Anderson, Chief of Staff
Program Manager Supervisor: Dan Tangherlini, DDOT Agency Director

Percent of DDOT program result measures achieved

	FY 2003	FY 2004
Target	95	95

Capital Improvements Plan

As part of the District-wide cost-saving initiative for FY 2002, the agency's total budget authority was reduced by \$9,529,994, from \$156,244,060 to \$146,714,066 (refer to the Capital Improvements Plan Appendix E).

The FY 2003 proposed Local capital budget for the department is \$40,081,000. This budget includes three major funding and program categories: the Local Facilities/Streets funded from General Obligation or GO Bond Financing; the Local Street Maintenance Program, funded through the Rights-of-Way Maintenance Fund, and the Federally designated Roadway Network funded from a combination of Federal Apportionments and the District's Highway Trust Fund (discussed in detail in the Highway Trust Fund book of June 3, 2002).

The Local Facilities/Streets program has a capital budget of \$3,142,000 in FY 2003. These projects include Local Street Improvement, Roadside Improvements, Roadway Reconstruction, Local Economic Development (Streetscape), Facility Construction/Renovations, and Facility Relocations citywide.

The Local Street Maintenance program supports the expanded rehabilitation and maintenance of our neighborhood network of streets and ancillary roadway systems. Local streets are those streets that are not eligible for federal funding. These streets and roadways make up approximately 60 percent of the total number of streets in the District. The ancillary systems that support the street network include streetlights, curbs, alleys, sidewalks and trees. The Local Street Maintenance Fund budget for FY 2003 includes seven program areas. Projects included in the Local Maintenance Program are: Roadway Resurfacing, Local Public Space Improvements, and Street Maintenance and Improvements.

Table KA0-4

Capital Improvements Plan, FY 2001-FY 2008

(dollars in thousands)

Cost Elements	Through FY 2001	Budgeted FY 2002	Total	FUNDING SCHEDULE						6 Years Budget	Total Budget
				Year 1 FY 2003	Year 2 FY 2004	Year 3 FY 2005	Year 4 FY 2006	Year 5 FY 2007	Year 6 FY 2008		
a. Long Term Financing	9,447	19,620	29,068	3,142	3,150	0	0	0	0	6,292	35,360
b. Local Street Fund	0	25,098	25,098	36,939	37,950	37,350	37,500	36,133	36,127	222,000	247,099
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	9,447	44,719	54,166	40,081	41,100	37,350	37,500	36,133	36,127	228,292	282,458

Cost Elements	Through FY 2001	Budgeted FY 2002	Total	EXPENDITURE SCHEDULE						6 Years Budget	Total Budget
				Year 1 FY 2003	Year 2 FY 2004	Year 3 FY 2005	Year 4 FY 2006	Year 5 FY 2007	Year 6 FY 2008		
a. Design	738	2,720	3,458	11,310	6,307	3,080	2,360	2,110	2,110	27,277	30,735
b. Site	0	8,500	8,500	0	0	0	0	0	0	0	8,500
c. Project Management	513	3,592	4,105	3,880	4,874	4,874	4,531	4,459	4,390	27,006	31,111
d. Construction	8,197	27,906	36,103	23,141	28,669	27,961	28,860	27,565	27,878	164,073	200,177
e. Equipment	0	2,000	2,000	1,750	1,250	1,500	1,750	2,000	1,750	10,000	12,000
Total	9,447	44,719	54,166	40,081	41,100	37,414	37,500	36,133	36,127	228,357	282,523

Department of Motor Vehicles

Description	FY 2002 Approved	FY 2003 Proposed	% Change
Operating Budget	\$33,580,401	\$39,557,812	17.8

The mission of the Department of Motor Vehicles (DMV) is to fairly and equitably develop, administer, and enforce the vehicular laws of the District for residents and non-residents to ensure public safety through the safe operation of motor vehicles.

It also provides services in traffic adjudication, vehicle inspection and registration, driver testing, and licensing and insurance compliance.

The agency plans to fulfill its mission by achieving the following strategic result goals:

Increase the quality, timeliness, and cost effectiveness of our products and services.

- Improve customer satisfaction in every functional area annually, reaching the target of 80 percent by FY 2004.
- Improve the cost effectiveness of products and services by 1 percent annually.

- Provide a range of service delivery options that result in increased customer satisfaction, improved cost effectiveness and reduced service time (wait and transaction times) for all customers by 5 percent annually.

Develop and retain employees in a manner that results in a highly skilled and effective workforce.

- Improve overall employee job satisfaction in every functional area annually, reaching the target of 80 percent by FY 2004.
- Enhance employee performance as measured by improved customer satisfaction, increased cost effectiveness and reduced service times.
- Improve the frequency and effectiveness of employee communication as measured by increased employee job satisfaction and improved employee performance.

Did you know...

Vehicles inspected per hour in FY 2001	44
Waiting time for incoming Call Center calls requiring operator assistance (minutes: seconds) in FY 2001	1:57
Percent of driver's license renewal customers with waiting time of 30 minutes or less in FY 2001	69

Increase the effectiveness of customer education and public awareness programs.

- Implement customer education programs every quarter that reduce the number of incomplete transactions for customer lack of preparedness by 5 percent annually.
- Disseminate information regarding all programs, legislative changes, policies and procedures in a timely manner to ensure consistency, accuracy and adherence to the laws of the District of Columbia resulting in reduced customer complaints of 5 percent annually.
- Increase the number of DMV communication outlets by 10 percent annually.

Enhance communication and feedback with stakeholders.

- Increase the effectiveness of communication with key stakeholders by increasing stakeholder satisfaction.

Implement systems, policies, and procedures to ensure the integrity and security of DMV assets.

- Increase effectiveness in identifying and eliminating fraud by 5 percent annually.

Where the Money Comes From

Table KV0-1 shows the source(s) of funding for the Department of Motor Vehicles.

Table KV0-1

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	19,357	23,967	28,580	32,852	4,272
Other	4,979	3,237	5,000	6,706	1,706
Intra-District	455	0	0	0	0
Gross Funds	24,791	27,204	33,580	39,558	5,977

How the Money is Allocated

Tables KV0-2 and 3 show the FY 2003 proposed budget for the agency at the Comptroller Source Group level (Object Class level) and FTEs by fund type.

Table KV0-2

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
Regular Pay - Cont Full Time	6,998	6,893	8,087	9,154	1,068
Regular Pay - Other	2,753	2,583	3,007	3,524	517
Additional Gross Pay	878	470	126	95	-31
Fringe Benefits - Curr Personnel	1,742	2,124	2,001	2,019	18
Unknown Payroll Postings	1	52	0	0	0
<i>Personal Services</i>	<i>12,371</i>	<i>12,122</i>	<i>13,220</i>	<i>14,793</i>	<i>1,573</i>
Supplies and Materials	352	448	443	378	-65
Energy, Comm. and Bldg Rentals	445	277	303	722	419
Telephone, Telegraph, Telegram, etc.	11	0	871	493	-377
Rentals - Land and Structures	2,160	1,509	2,298	2,050	-248
Janitorial Services	0	0	93	141	48
Security Services	0	0	805	1,218	413
Other Services and Charges	2,410	3,829	1,884	5,745	3,861
Contractual Services - Other	6,056	8,514	12,828	13,434	607
Subsidies and Transfers	215	0	0	0	0
Equipment and Equipment Rental	771	505	835	584	-251
<i>Nonpersonal Services</i>	<i>12,420</i>	<i>15,082</i>	<i>20,360</i>	<i>24,745</i>	<i>4,405</i>
Total Proposed Operating Budget	24,791	27,204	33,580	39,558	5,977

Table KV0-3

FY 2003 Full-Time Equivalent Employment Levels

	Actual FY 2000	Actual FY 2001	Approved FY 2002	Proposed FY 2003	Change from FY 2002
Local	227.75	260.25	253	255.82	2.82
Other	59.25	1	90	97	7.00
Intra-District	4.5	0	0	0	0.00
Total FTEs	291.5	261.25	343	352.82	9.82

Local Funds

The proposed Local budget is \$32,851,988, an increase of \$4,271,582, or 14.9 percent, over the FY 2002 approved budget of \$28,580,406. Of this increase, \$1,061,053 is in personal services and \$3,210,529 is in nonpersonal services. There are 256 FTEs funded by Local sources, a net increase of three FTEs over the FY 2002 budget level. This is a result of the agency transferring seven FTEs from Local to Other funding, while increasing the Locally funded FTE level by 10 positions to support adjudication services associated with photo-generated enforcement activities.

The significant changes over the FY 2002 approved budget are:

- An increase of \$642,495 for pay increases approved in FY 2002.
- An increase of \$444,689 in personal services to fund salary requirements of 10 new FTEs associated with ongoing adjudication services relating to photo-generated enforcement activities.
- A reduction of \$26,131 in personal services associated with a portion of the costs required in transferring seven FTEs from Local to Other funding.
- An increase of \$3,481,250 in nonpersonal services to support ongoing costs for the implementation and maintenance of

Destiny, the new Motor Vehicle Information System (MVIS), which is designed to improve the issuance of licenses, registration and customer service.

- An increase of \$100,254 in nonpersonal services for miscellaneous operating expenses.
- A reduction of \$370,975 in fixed-cost estimates primarily attributed to rent and telecommunications.

Other Funds

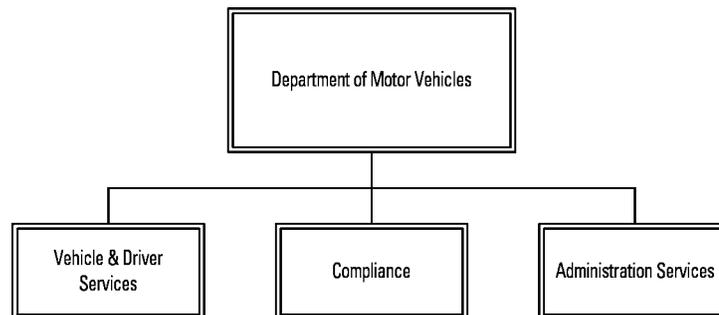
The proposed Other funds budget is \$6,705,824, an increase of \$1,705,829, or 34.1 percent, over the FY 2002 approved budget of \$4,999,995. Of this increase, \$511,512 is in personal services and \$1,194,317 is in nonpersonal services. There are 97 FTEs funded by Other sources, an increase of seven FTEs over the FY 2002 level. The seven FTEs represent the transfer of FTEs from Local funding.

The significant changes are:

- An increase of \$511,512 for pay increases approved in FY 2002.
- An increase of \$1,194,317 in nonpersonal services to fund fixed costs (rent, telecommunications, utilities) associated with the opening of new facilities at the Shops at Georgetown Park, the Penn Branch Shopping Center, and Brentwood Square.

Figure KV0-1

Department of Motor Vehicles



Programs

The Department of Motor Vehicles is committed to the following programs:

Vehicle and Driver Services Program

	FY 2002	FY 2003
Budget Amount	NA*	\$12,010,983
FTEs	NA*	209

* Data is not available for prior years, since the agency has created a new program structure based on Performance-Based Budgeting

This program provides driver certification, vehicle registration, and vehicle inspection services to District of Columbia residents, non-residents, businesses, and government entities so that they can legally drive, park, and/or sell their vehicles in the District of Columbia. To effectively operate this program, DMV is implementing Destiny, the new Motor Vehicle Information System (MVIS), designed to provide customers with comprehensive, integrated driver and vehicle transactions. This will allow customers to conduct their business in one transaction, rather than visit multiple windows, resulting in greater efficiency and decreased wait times. DMV also is opening three new customer service centers at the Shops at Georgetown Park, the Penn Branch Shopping Center, and Brentwood Square. It is also renovating its current headquarters in the Municipal Center, which will increase customer

comfort and convenience while decreasing lines and wait times. Additionally, DMV is constructing a new five-lane vehicle inspection station to provide services to commercial and government fleets.

Key initiatives associated with the Vehicle and Driver Services program are:

- Reopen the Northeast Inspection Station to reduce inspection transaction time and increase the rate of cars inspected per hour.
- Develop a vehicle inspection customer notification program.

For FY 2003, proposed funding for Vehicle and Driver Services totals \$12,010,983, or 30.1 percent of the FY 2003 proposed budget, and 209 FTEs.

For more detailed information regarding the proposed funding for the activities within the Vehicle and Driver Services program, please see schedule 30-PBB on page F-50 of the FY 2003 Operating Appendices volume.

Key Result Measures

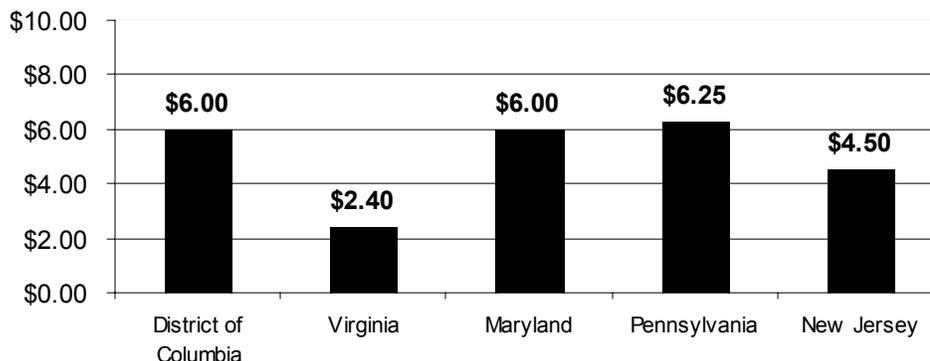
This program primarily supports the Citywide Strategic Priority Area of: Making Government Work

Program Managers: Jacqueline Stanley, Acting Administrator for Customer Service Administration; Fred Loney, Vehicle Inspection Station Manager

The key benchmark for the Vehicle and Driver Services program is:

Driver License Renewal Fees, 2001

KV0-Figure 2



Percent of individuals receiving title and registration services with waiting times under 30 minutes

	FY 2003	FY 2004
Target	80	85

Percent of residents receiving license or ID with waiting times under 30 minutes

	FY 2003	FY 2004
Target	80	85

Percent of individuals receiving inspections with waiting times under 30 minutes

	FY 2003	FY 2004
Target	75	75

Percent of individuals receiving inspections with transaction times under 30 minutes

	FY 2003	FY 2004
Target	100	100

Compliance Program

	FY 2002	FY 2003
Budget Amount	NA*	\$16,636,369
FTEs	NA*	109

* Data is not available for prior years, since the agency has created a new program structure based on Performance-Based Budgeting

This program provides adjudication and enforcement services to residents and non-residents in order to render timely and legally sound decisions affecting motor vehicle, public space, and driver licensing privileges in the District of Columbia. This program is undergoing a substantial reengineering which will result in increased efficiency and service levels by enhancing on-line adjudication and enforcement services, including on-line hearing scheduling and ticket payment. DMV also is redesigning the interactive voice response (IVR) system, allowing citation-related options to be reached more quickly.

For FY 2003, proposed funding for Compliance totals \$16,636,369, or 42 percent of the FY 2003 proposed budget, and 109 FTEs.

For more detailed information regarding the proposed funding for the activities within the Compliance program, please see schedule 30-PBB on page F-50 of the FY 2003 Operating Appendices volume.

Key Result Measures

This program primarily supports the Citywide Strategic Priority Area of: Making Government Work

Program Manager: Joan Bailey, Administrator for Adjudication Services

Program Manager Supervisor: Joan Bailey, Administrator for Adjudication Services

Percent of walk-in parking hearing customers with waiting times of 60 minutes or less

	FY 2003	FY 2004
Target	90	90

Percent of mail adjudication decisions rendered within 45 days

	FY 2003	FY 2004
Target	80	80

Percent of hearings conducted within 120 days of request

	FY 2003	FY 2004
Target	80	80

Administrative Services Program

	FY 2002	FY 2003
Budget Amount	NA*	\$10,910,460
FTEs	NA*	35

* Data is not available for prior years, since the agency has created a new program structure based on Performance-Based Budgeting

This program includes human resources, management, planning and analysis, information technology management, procurement, budget/finance, and support services. This program provides coordination and support to ensure the fair and equitable development, administration and enforcement of vehicular laws in the District.

Key initiatives associated with the Administrative Services program are:

- Establish an employer, job satisfaction feedback system and determine baseline satisfaction levels and appropriate action plans.
- Develop customer education plans addressing incomplete transaction data.

For FY 2003, proposed funding for Administrative Services is \$10,910,460, or 28.6 percent of the FY 2003 proposed budget, and 35 FTEs.

For more detailed information regarding the proposed funding for the activities within the *Administrative Services* program, please see schedule 30-PBB on page F-50 of the FY 2003 Operating Appendices volume.

Capital Improvements Plan

As part of the District-wide cost-saving initiative for FY 2002, the agency's total budget authority was reduced by \$373,962, from \$3,551,094 to \$3,177,132 (refer to the Capital Improvements Plan Appendix E).

The FY 2003 proposed capital budget for the Department of Motor Vehicles is \$10,208,000. This budget includes funding for existing programs. DMV has two major funding program categories: the Local Facilities Program and the DMV Information Technology Program.

The DMV Local Facilities Program has no funding in FY 2003. DMV Information Technology Program has \$10,208,000 including \$3,150,000 in additional funding for Destiny in FY 2003. This budget will fund ongoing efforts to design and implement the DMV's Destiny Project. Destiny is not only critical to the success of the Department of Motor Vehicles, but it is a key component to providing timely and accurate information to a number of District agencies. The system will link and support the Office of Tax and Revenue, the Department of Consumer and Regulatory Affairs and other District government agencies in enforcing the "Clean Hands" ordinance and in enforcing the Child Support system.

Table KV0-4
Capital Improvements Plan, FY 2001-FY 2008
(dollars in thousands)

Cost Elements	Through FY 2001	Budgeted FY 2002	Total	FUNDING SCHEDULE						6 Years Budget	Total Budget
				Year 1 FY 2003	Year 2 FY 2004	Year 3 FY 2005	Year 4 FY 2006	Year 5 FY 2007	Year 6 FY 2008		
a. Long Term Financing	0	4,547	4,547	1,658	0	0	0	0	0	1,658	6,205
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	12,605	5,982	18,587	8,550	0	0	0	0	0	8,550	27,137
h. Other	0	0	0	0	0	0	0	0	0	0	0
Total:	12,605	10,529	23,134	10,208	0	0	0	0	0	10,208	33,342
				EXPENDITURE SCHEDULE							
a. Design	1,671	1,589	3,260	381	0	0	0	0	0	381	3,641
b. Site	0	0	0	0	0	0	0	0	0	0	0
c. Project Management	1,236	2,514	3,751	650	0	0	0	0	0	650	4,401
d. Construction	4,296	3,000	7,296	4,677	0	0	0	0	0	4,677	11,973
e. Equipment	5,402	3,425	8,827	4,500	0	0	0	0	0	4,500	13,327
Total:	12,605	10,529	23,134	10,208	0	0	0	0	0	10,208	33,342

D.C. Taxicab Commission

Description	FY 2002 Approved	FY 2003 Proposed	% Change
Operating Budget	\$1,442,053	\$1,534,495	6.4

The mission of the D.C. Taxicab Commission is to ensure that the public receives safe and reliable transportation by taxicab and other transportation means.

The commission achieves its mission by regulating, performing oversight, and enforcing regulations in the public vehicle for hire industry, which consists of taxicabs, limousines, sightseeing vehicles, and private ambulances.

Consistent with its mission, the commission conducts operations through two advisory panels and a nine-member commission. The advisory panel on rates and rules promulgates fares and regulations, while the advisory panel on consumer and industry concerns conducts hearings on consumer complaints and industry issues. The commission performs oversight, and ensures

the enforcement of rules and regulations in the public vehicle for hire industry.

The agency plans to fulfill its mission by achieving the following strategic result goals:

- Provide safe and affordable taxicab service for the riding public 24 hours a day, seven days a week.
- Upgrade the fleet of public vehicles for hire.
- Improve customer service to the citizens and the taxicab industry.

Did you know...

Percentage of public vehicles for hire with vehicle safety devices installed in FY 2001	25
Days to adjudicate citizen complaints in FY 2001	60
Days to process license renewals for public vehicle for hire operators in FY 2001	1.5

Where the Money Comes From

Table TC0-1 shows the source(s) of funding for the D.C. Taxicab Commission.

Table TC0-1

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	289	321	1,006	817	-189
Other	298	449	436	717	281
Gross Funds	587	770	1,442	1,534	92

How the Money is Allocated

Tables TC0-2 and 3 show the FY 2003 proposed budget for the agency at the Comptroller Source Group level (Object Class level) and FTEs by fund type.

Table TC0-2

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
Regular Pay - Cont Full Time	384	428	839	869	30
Additional Gross Pay	9	18	0	23	23
Fringe Benefits - Curr Personnel	69	77	99	95	-4
<i>Personal Services</i>	<i>462</i>	<i>523</i>	<i>939</i>	<i>987</i>	<i>48</i>
Supplies and Materials	2	3	3	8	5
Telephone, Telegraph, Telegram,	20	13	17	17	0
Rentals - Land And Structures	10	99	106	106	0
Other Services And Charges	86	77	157	123	-34
Contractual Services - Other	6	0	0	14	14
Subsidies And Transfers	0	0	191	0	-191
Equipment & Equipment Rental	2	55	29	279	250
<i>Nonpersonal Services</i>	<i>125</i>	<i>247</i>	<i>503</i>	<i>547</i>	<i>44</i>
Total Proposed Operating Budget	587	770	1,442	1,534	92

Table TC0-3

FY 2003 Full-Time Equivalent Employment Levels

	Actual FY 2000	Actual FY 2001	Approved FY 2002	Proposed FY 2003	Change from FY 2002
Local	9	7	16	16	0.00
Other	0	0	3	3	0.00
Total FTEs	9	7	19	19	0.00

Local Funds

The proposed Local budget is \$817,127, a net decrease of \$188,926, or 18.8 percent, from the FY 2002 approved budget of \$1,006,053. Of this decrease, a net increase of \$2,074 in personal services is offset by a reduction of \$191,000 in nonpersonal services. There are 16 FTEs funded by Local sources, which is no change from FY 2002.

The significant changes are:

- A reduction of \$241,000 associated with the Taxicab Revolving Fund program. Of this decrease, \$50,000 is in personal services and \$191,000 is in nonpersonal services
- An increase of \$21,000 for additional salary requirements for the Commissioners.
- An increase of \$31,074 due to the pay increase approved in FY 2002.

Other Funds

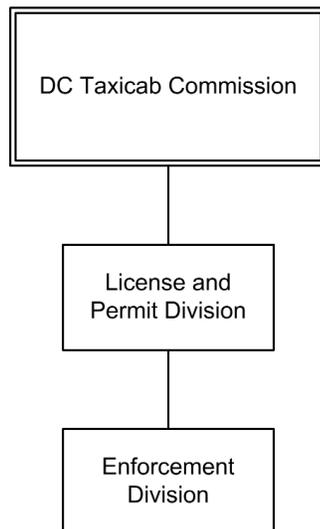
The proposed Other revenue expenditure budget is \$717,368, an increase of \$281,368, or 64.5 percent, over the FY 2002 approved budget of \$436,000. Of this increase, \$46,368 is in personal services and \$235,000 is in nonpersonal services. There are three FTEs funded by Other sources, which is no change from FY 2002.

Significant changes are:

- An increase of \$46,368 for management supervisory service conversions and for pay increases approved in FY 2002.
- An increase of \$45,000 to purchase and maintain two vehicles to support hack inspector enforcement operations.
- An increase of \$190,000 for a document management system for licensure.

Figure TC0-1

D.C. Taxicab Commission



Programs

License and Permit Division

This division provides administrative support to the commission, processes license applications, administers for-hire operator examinations, and provides enforcement to ensure compliance with commission rules and regulations.

Enforcement Division

This division provides enforcement through the activities of hack inspectors, which includes the issuance of citations for violations of D.C. Taxicab regulations, attending hearings and testifying in support of enforcement actions.

Taxicab Driver Security Revolving Fund (TDSRF)

During the fourth quarter of FY 2001, the District of Columbia Taxicab Commission was authorized a total of \$1,550,000 and one FTE for the Taxicab Driver Security Revolving Fund (TDSRF). The fund was established to assist District cab drivers with the purchase of safety and security devices for their cabs by providing one-year interest free loans up to \$500.

As part of the FY 2002 budgetary process, an amount of \$241,000 was also approved for the TDSRF. This amount, in conjunction with the FY 2001 balance of \$1,550,000, that carried forward into FY 2002, increased the fund total to \$1,791,000. The total amount was comprised of \$50,000 for personal services and \$1,741,000 for nonpersonal services, for the loans.

No funds were recommended to be added to the TDSRF in FY 2003. Of the total amount currently budgeted in the TDSRF (\$1,791,000), only \$512,000 is recommended to be carried forward into FY 2003 at the end of FY 2002. This represents a reduction of \$1,279,000, or 71.4 percent, in funding. The reduced funding is based on the agency's projection that 98 percent of the District's taxicabs already have security devices installed in them. The total decrease proposed for the fund is comprised of \$38,000 from personal services and \$1,241,000 from nonpersonal services for the loans. There is also a decrease of one FTE associated with the TDSRF.

The \$512,000 that will be allowed to go forward into FY 2003 include \$500,000 that will continue to provide one year interest free loans and \$12,000 is to provide stipends to the Commission's eight members.

Agency Goals and Performance Measures

Goal 1: Provide safe and affordable taxicab service for the riding public 24 hours a day, 7 days a week.

Citywide Strategic Priority Area: Promoting Economic Development

Manager: Jacqueline M. Smith, Executive Program Officer

Supervisor: Lee Williams, D.C. Taxicab Chairperson

Measure 1.1: Percentage of the fleet of public vehicles for hire with vehicle safety devices installed

	Fiscal Year				
	2000	2001	2002	2003	2004
Target	N/A	100	100	100	100
Actual	N/A	25	-	-	-

Measure 1.2: Time to adjudicate citizen complaints (in calendar days)

	Fiscal Year				
	2000	2001	2002	2003	2004
Target	45	45	45	45	45
Actual	75	60	-	-	-

Measure 1.3: Time to process operator license renewals for public vehicles for hire (in calendar days)

	Fiscal Year				
	2000	2001	2002	2003	2004
Target	1	1	1	1	1
Actual	3	1.5	-	-	-

Washington Metropolitan Area Transit Commission

Description	FY 2002 Approved	FY 2003 Proposed	% Change
Operating Budget	\$83,000	\$90,000	8.4

The mission of the Washington Metropolitan Area Transit Commission (WMATC) is to assure that the public is provided passenger transportation services by licensing fit and financially responsible privately owned, for-hire carriers.

WMATC administers the Washington Metropolitan Area Transit Regulation Compact. (Public Law 86-794, 74 Stat.1031; amended in 1962 by Public Law 87-767, 76 Stat. 764; and amended in 1991 by Public Law 101-505, 104 Stat. 1300). The latest amended compact is codified at D.C. Code Ann. § 1-2411 (1992).

The commission consists of a three-person board made up of one commissioner appointed by the Mayor from the District's Public Service Commission, one appointed from the Maryland Public Service Commission by the governor of Maryland, and a third appointed from the Virginia State Corporation Commission by the governor of Virginia. Daily operations are man-

aged by the executive director and carried out by the WMATC staff. The agency plans to fulfill its mission by achieving the following strategic result goals:

- Grant operating authority to private carriers such as airport shuttles, tour buses, charter group tours, handicap transit shuttles, and other privately owned vehicles.
- Regulate the for-hire transportation of passengers, including operating authority, rates, and insurance without regard to jurisdictional boundaries.
- Establish taxicab rates to be used when taxicabs cross from one state to another.
- Rule on applications for certificates of authority.

Did you know...

Certificated carriers in FY 2001	320
Formal cases in FY 2001	235
Commission orders in FY 2001	397

Where the Money Comes From

Table KC0-1 shows the source(s) of funding for the Washington Metropolitan Area Transit Commission.

Table KC0-1

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	81	82	83	90	7
Gross Funds	81	82	83	90	7

How the Money is Allocated

Table KC0-2 shows the FY 2003 proposed budget for the agency at the Comptroller Source Group level (Object Class level).

Table KC0-2

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
Subsidies and Transfers	81	82	83	90	7
<i>Nonpersonal Services</i>	<i>81</i>	<i>82</i>	<i>83</i>	<i>90</i>	<i>7</i>
Total Proposed Operating Budget	81	82	83	90	7

Local Funds

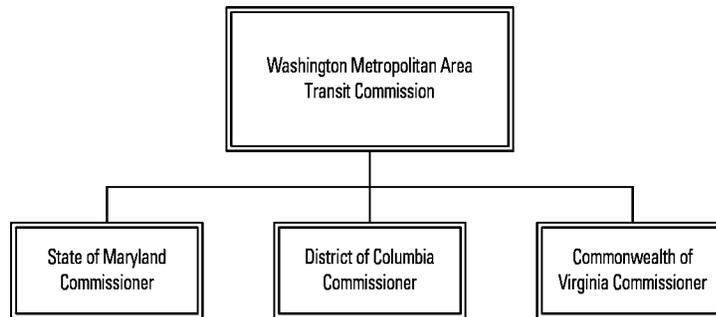
The proposed Local budget is \$90,000, an increase of \$7,000 or 8.4 percent over the FY 2002 approved budget of \$83,000. Since the funding is a subsidy, there are no FTEs associated with this agency. This program receives 100 percent of its funding from Local sources.

The significant change is:

- An increase of \$7,000 to fully support the District's contribution payable to WMATC.

Figure KC0-1

Washington Metropolitan Area Transit Commission



Programs

WMATC has a single regulatory program. It regulates the operating authority, rates, and insurance of privately-owned, for-hire passenger carriers in the Washington Metropolitan Area Transit District (Metropolitan District).

Persons who want to operate in the Metropolitan District must obtain a certificate of authority by filing an application with the commission. As part of the application process, applicants must provide proof of insurance, a rate schedule, a list of vehicles, and proof of safety inspections. The commission is authorized to take legal action against carriers that operate without a certificate of authority.

The commission also establishes interstate taxicab rates. The commission staff is available to determine fares for taxicab trips from the District to area airports or other points in Maryland or Virginia that are in the Metropolitan District. Staff also is available to mediate interstate taxicab overcharge complaints.

Agency Goals and Performance Measures

Goal 1: Promote cooperation with regional, federal, and private organizations.

Citywide Strategic Priority Area: Enhancing

Unity of Purpose and Democracy

Manager: Renee A. Bodden, Office Manager

Supervisor: William H. McGilvery, Executive Director

Measure 1.1: Number of certificate carriers

	Fiscal Year				
	2000	2001	2002	2003	2004
Target	320	320	325	330	330
Actual	310	320	-	-	-

Note: At the request of the agency (2/24/02), FY 2002 target lowered from 330 to 325, FY 2003 target lowered from 340 to 330.

Measure 1.2: Number of formal cases handled, which can include applications for certificate of authority, insurance requirements, and formal complaints against drivers

	Fiscal Year				
	2000	2001	2002	2003	2004
Target	168	170	235	240	240
Actual	168	225	-	-	-

Note: Based on revised projections (2/24/02), FY 2002 target raised from 170 to 235, FY 2003 target from 170 to 240.

Measure 1.3: Number of commission orders prepared for issues such as conditional operating licenses and operation suspensions

	Fiscal Year				
	2000	2001	2002	2003	2004
Target	290	300	380	390	390
Actual	300	397	-	-	-

Note: Based on revised projections (2/24/02), FY 2002 target raised from 300 to 380, FY 2003 target from 300 to 390. FY 2001 actuals revised on 5/17/02 from 375 to 397.

Washington Metropolitan Area Transit Authority

Description	FY 2002 Approved	FY 2003 Proposed	% Change
Operating Budget	\$148,622,000	\$154,531,000	4.0

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 result goals:

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

Did you know...	
FY 2001 percent rise in transit ridership over prior year	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	154,531	5,909
Gross Funds	135,531	163,073	148,622	154,531	5,909

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	154,531	5,909
<i>Nonpersonal Services</i>	<i>135,531</i>	<i>163,073</i>	<i>148,622</i>	<i>154,531</i>	<i>5,909</i>
Total Proposed Operating Budget	135,531	163,073	148,622	154,531	5,909

Local Funds

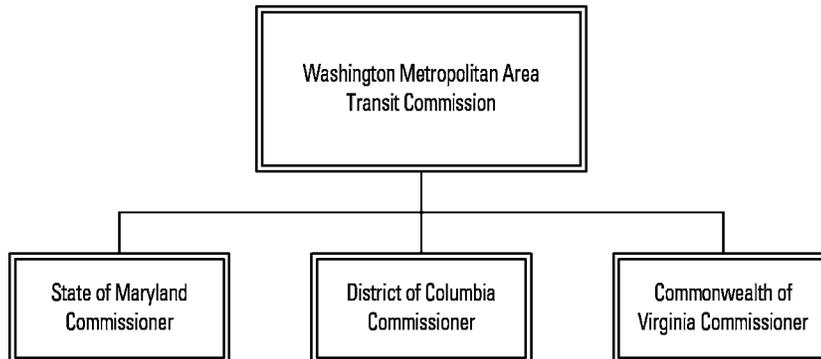
The proposed Local budget is \$154,531,000 an increase of \$5,909,000, or 4.0 percent, over the FY 2002 approved budget of \$148,622,000. Since the funding is a subsidy, there are no FTEs associated with this agency. This program receives 100 percent of its funding from Local sources.

Significant changes are:

- An increase of \$500,000 to improve productivity, and develop a 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.
- A reduction of \$2,034,500 in Metrorail operations.
- A reduction of \$2,034,500 in Metrobus operations.

Figure KE0-1

Washington Metropolitan Area Transit Authority



Programs

The District's subsidy to WMATA consists of the following four elements:

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 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.

The key initiative for this program is:

- 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, 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.

The key initiative for this program is:

- 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

WMATA's capital improvements program was not affected by the District-wide cost savings initiative for FY 2002. (Refer to Capital Improvements 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 Improvements Program is comprised of:

- The Infrastructure Renewal Program to address continuing rehabilitation requirements of the 103-mile Metrorail and Metrobus systems.
- The System, Access/Capacity Program to address ridership growth and enhancement of accessibility within the existing system by providing rolling stock, parking and facilities requirements.
- The System Expansion Program 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 \$500,000 for rehabilitation of the northern bus garage.

Table KE0-4

Capital Improvements Plan, FY 2001-FY 2008

(dollars in thousands)

Cost Elements	Through FY 2001	Budgeted FY 2002	Total	FUNDING SCHEDULE						6 Years Budget	Total Budget
				Year 1 FY 2003	Year 2 FY 2004	Year 3 FY 2005	Year 4 FY 2006	Year 5 FY 2007	Year 6 FY 2008		
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

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

Measure 1.1: Percent change in transit ridership over prior year

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

Measure 1.2: Number of dollars provided (millions)

	2000	2001	Fiscal Year		
			2002	2003	2004
Target	135.5	138.1	148.6	154.5	165.7
Actual	135.5	138.1	-	-	-

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

	2000	2001	Fiscal Year		
			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

	2000	2001	Fiscal Year		
			2002	2003	2004
Target	26,800	24,892	24,059	23,200	23,000
Actual	N/A	N/A	-	-	-

School Transit Subsidy

Description	FY 2002 Approved	FY 2003 Proposed	% Change
Operating Budget	\$3,100,000	\$3,100,000	0.0

The mission of the Washington Metropolitan Area Transit Authority, through the School Transit Subsidy, is to provide funding, policy recommendations and coordination services to provide District students with an efficient, affordable and diverse means of travel.

The subsidy program is designed to make available subsidized Metrorail and Metrobus rides to ensure that all eligible District students have safe passage to school. It plans to fulfill its mission by achieving the following strategic result goals:

- Increase the number of trips taken, within the District, using alternate means of transportation, including mass transit, bicycles and high occupancy vehicles.
- Implement alternative strategies to support or enhance overall system traffic flow and capacity.

Did you know...	
Students receiving transit subsidy in FY 2001	69,000
Cost of the student subsidy program in FY 2001	\$2,973,445

Where the Money Comes From

Table KD0-1 shows the various source(s) of funding for the School Transit Subsidy.

Table KD0-1

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	3,050	2,973	3,100	3,100	0
Gross Funds	3,050	2,973	3,100	3,100	0

How the Money is Allocated

Table KD0-2 shows the FY 2003 proposed budget for the agency at the Comptroller Source Group level (Object Class level).

Table KD0-2

FY 2003 Proposed Operating Budget, by Comptroller Source Group

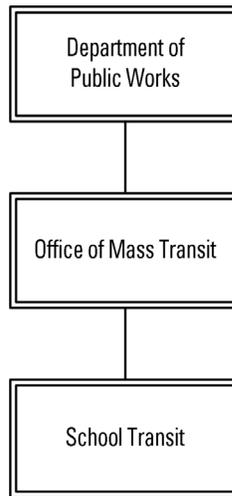
(dollars in thousands)

	Actual FY 2000	Actual FY 2001	Approved FY 2002	Proposed FY 2003	Change from FY 2002
Supplies and Materials	0	0	2	2	0
Contractual Services - Other	0	117	117	117	0
Subsidies and Transfers	3,050	2,846	2,951	2,951	0
Equipment & Equipment Rental	0	10	30	30	0
<i>Nonpersonal Services</i>	<i>3,050</i>	<i>2,973</i>	<i>3,100</i>	<i>3,100</i>	<i>0</i>
Total Proposed Operating Budget	3,050	2,973	3,100	3,100	0

Local Funds

The proposed Local budget is \$3,100,000, no change from the FY 2002 approved budget. 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.

Figure KD0-1
School Transit Subsidy



Programs

School Transit Subsidy Administration

The \$3,100,000 proposed budget for FY 2003 fully supports the agency's mission. The Office of Mass Transit in the Department of Public Works manages the program with WMATA and D.C. Public Schools.

The School Transit Subsidy initiatives are:

- Certify the eligibility of students to travel on Metrobus and Metrorail.
- Distribute application blanks for bus tokens.
- Issue student cards to permit subsidized Metrobus and Metrorail travel.
- Administer special programs for student travel during summer and on weekends.
- Verify monthly student ridership.
- Process the quarterly subsidy payment to Washington Metropolitan Area Transit Authority.

Agency Goals and Performance Measures

Goal 1: To provide subsidized Metrobus and Metrorail service to eligible District students.

Citywide Strategic Priority Areas: Strengthening Children, Youth, Families and Individuals; Building and Sustaining Healthy Neighborhoods

Manager: Douglas Stallworth, Transportation Planner

Supervisor: Alex Eckmann, Administrator

Measure 1.1: Number of rail cards issued (thousands)

	Fiscal Year				
	2000	2001	2002	2003	2004
Target	10.8	12.8	13	13	13
Actual	12.8	13	-	-	-

Measure 1.2: Number of token books issued (thousands)

	Fiscal Year				
	2000	2001	2002	2003	2004
Target	12.1	11.9	12	12	12
Actual	11.9	11.2	-	-	-

Measure 1.3: Monthly school ridership on Metrobus (thousands)

	Fiscal Year				
	2000	2001	2002	2003	2004
Target	291.7	275	310	310	310
Actual	275	308	-	-	-

Note: The agency has revised its FY 2002 & FY 2003 targets from 280,000 to 310,000, based on new projections.

Measure 1.4: Monthly school ridership on Metrorail (thousands)

	Fiscal Year				
	2000	2001	2002	2003	2004
Target	78.1	80.1	107	107	107
Actual	80.1	106.6	-	-	-

Note: The agency has revised its FY 2002 & FY 2003 targets from 81,000 to 107,000, based on new projections.

