

FY 2016 Budget Questions—District Department of Transportation

OPERATING BUDGET

1. Please explain the proposed 120% increase in FY 2016 Federal Grant Funds and for which projects these grants would be used.

Response: There is not a 120% increase in FY 2016 Federal Grant funds from FY 2015 based on year-to-date FY 2015 numbers. Rather, there is a decrease of approximately 20% based on the current FY15 revised budget. The FY 2015 budget for DDOT's National Highway Transportation Safety Administration (NHTSA)–funded highway safety program—was understated at \$3 million and has since been modified to reflect the \$9.1 million in grant funds received. The FY 2016 budget of \$7.3 million in NHTSA federal grant funds reflect a more accurate projection of grant funds to be received (see table below).

FEDERAL GRANT FUNDS (in \$000s)	Name of Grantor	FY 2015	FY 2016
COMMERCIAL VEHICLE INFORMATION SYSTEM & NETWORK	Federal Motor Carrier Safety Administration	250	250
NATIONAL HIGHWAY TRANSPORT SAFETY ADMINISTRATION	Federal Highway Administration	9,145*	7,335
METRO PLANNING	Federal Transit Administration	100	100
TRANSPORTATION FOR ELDERLY & DISABLED	Federal Transit Administration	150	150
URBAN & COMMUNITY FORESTRY PROGRAM	US Department of Agriculture	110	100
TOTAL		9,745	7,945
*Introduced as \$3 million in FY 2015 – however it has been modified			

NHTSA grant funds account for 92% of DDOT's operating Federal Grant funds. NHTSA grant funds are awarded by DDOT to subgrantees for activities promoting safety in FY15, including those listed in the Table below. DDOT anticipates grants awarded in FY16 to address generally similar activities. Requests for FY16 grants are due to DDOT on May 1, 2015.

Grant Awardee	Description of Activities funded by NHTSA through DDOT in FY15
Office of the Attorney General (OAG)	○ Two DUI/DWI Prosecutors ○ One Paralegal with a focus on traffic safety ○ One Traffic Safety Research Prosecutor
Metropolitan Police Department (MPD)	○ High Visibility Enforcement ▪ Pedestrian Safety Programs; Bicycle Safety Program

	<ul style="list-style-type: none"> ▪ Seat Belt Enforcement and Child Passenger Safety Programs ▪ Distracted Driving Programs ○ Alcohol Testing Supplies for the Office of the Chief Medical Examiner ○ Maintenance of LIDAR Radar for Speed Enforcement
Office of the Chief Medical Examiner (OCME)	○ Funding for one full time position to develop a new and comprehensive methodology for testing impaired drivers. New methodology will allow the lab to detect and report the presence of other drugs and chemicals which cause impairment.
Office of Information Technology & Innovation (OITI)	<ul style="list-style-type: none"> ○ NAVSTREETS Data Product ○ ESRI Enterprise Advantage Program (EEAP) ○ DDOT Versions Road Analyzer Core Module ○ Enterprise Routing System Software
Office of the Chief Technology Officer (OCTO)	○ Roadway data assets related to guardrails

2. Please explain why CSG 41 (Contractual Services – Other) is increasing by 12% to \$50 million in FY 2016 when DDOT spent only about three-fifths of that amount (\$30 million) in FY 2014.

Response: The Comp Source Group (CSG) 41 (Contractual Services) has increased over the FY 2014 spending due to the expansion of existing projects and the introduction of new projects. For instance, there has been an increase in the projected revenue for special purpose revenues from FY 2015 to FY 2016; some of these projects include Bikeshare Fund, Tree Fund, and Enterprise Fund. In addition to increase the following funding changes have occurred (in SPR funds):

- In FY 2015, DDOT received \$1.3 million for projects that were deemed capital ineligible by the OCFO. These funds support transportation planning and pavement marking projects and are not one-time funds.
- In the proposed FY 2016 budget, DDOT will receive \$5.8 million to support a Memorandum of Understanding (MOU) with DC Water for work in Bloomingdale which was not included in previous budgets.
- In the proposed FY 2016 budget, DDOT will receive \$9.1 million for Streetcar operations, which is more than double the FY 2014 budget.

In FY 2014 DDOT had intended to PAYGO funding in CSG 41 for projects like the \$2 million in operating for Ward 8 Streetscapes that DDOT received in August 2014 from the 2014 Supplemental Budget. However, due to the anticipated deficit, these funds were held to support the District's general fund balance.

3. Please explain why CSG 50 (Subsidies and Transfers) is increasing by 76% to \$5.8 million in FY 2016 when DDOT spent less than one-quarter of that amount (\$1.3 million) in FY 2014.

Response: The National Highway Transportation Safety Administration (NHTSA) provides DDOT with an award based on the national highway cost summary. Therefore, the annual

NHTSA Federal funding is awarded to each State cumulatively and carries forward each year. For FY2016, DDOT sees the need to increase funding within its cumulative federal award to meet program needs in compliance with NHTSA.

4. Please explain why the proposed budget for PPSA (PU00) of \$26.7 million is more than double the amount spent in FY 2014. Further, please explain:
- Why the proposed budget for Public Space Management an increase from \$781,000 and 0.0 FTEs in FY 2014 to a proposal of \$2.3 million and 35.0 FTEs.
 - Why the proposed budget for Planning (TPLN) is more than double the amount spent in FY 2014 while proposing a reduction of 12.0 FTEs.
 - Why the proposed budget for Policy Development (POLD) is a little under twice the amount spent in FY 2014 while proposing a reduction of 15.0 FTEs.

Response: PPSA's proposed FY 2016 budget is larger than its actual FY 2014 budget due to additional revenue from special purpose revenues. For instance, there has been an increase in the anticipated revenue for the Bicycle Sharing Fund and Enterprise Fund from FY 2014 to FY 2016 which are part of the PU00 Budget. In addition, in FY 2015, PPSA received \$1.3 million for projects that were deemed capital ineligible by the OCFO in FY2014. These funds support transportation planning and pavement marking projects, and because they are not one-time costs and will continue in FY 2016.

- a) The increase in the Public Space Management FTEs and funding is due to DDOT realigning positions with their charges and agency objectives.
- b) The Planning (TPLN) increase is due to the NHTSA Federal Grant funding which falls under this PPSA activity (see Question 1). The reductions and increases in FTEs within the Policy, Planning & Sustainability.
- c) The proposed Policy Development (POLD) FY 2016 funding is larger than the FY 2014 spending due to the increase in the baseline POLD budget over FY 2015 and FY 2016. As previously stated, in FY 2015, \$1.3 million was provided to DDOT to support projects that were deemed capital ineligible during FY 2014, a one-time cost. In addition, there has been an increase in Special Purpose Revenue Funds over what was allotted to POLD in FY 2014.

The increases and reductions in FTEs listed in (a) and (b) above (within PPSA) do not reflect realignments or other changes in current agency operations. These budgetary changes are administrative in nature and are not anticipated to change PPSA functions, staff, or operations from present day.

5. Please explain why the budget proposes that Financial Management (1050) not receive a budget or have any FTEs.

Response: In keeping with a strategy of promoting operating efficiency, the funding and FTEs for AMP Financial Management were shifted to an indirect cost. This allows the Agency to streamline operations in accordance to the Mayor's proposal.

6. Please explain the increase in proposed funding for Preventive and Routine Roadway Maintenance (PREV) from \$352,000 in FY 2014 to \$6.8 million in FY 2016.

Response: The proposed increase in funding for Preventive and Routine Roadway Maintenance (PREV) from FY 2014 to FY 2016 is to support DC Water's flood mitigation in the Bloomingdale neighborhood. From FY 2014 to FY 2015, the variance is due to an increase of \$743,325 for a subsidy to DC Water for Debt Service Payment at McMillan. From FY 2015 to FY 2016, the variance is due to an increase in \$5.8 million to support the District MOU with DC Water for the flood mitigation project.

7. Page F-22 of DDOT's budget chapter states that DDOT is proposing to eliminate the Pedestrian and Bicycle Safety Fund and create the Vision Zero Pedestrian Safety Fund. Please explain how the Vision Zero Pedestrian Safety Fund will be used differently than the existing Pedestrian and Bicycle Safety Fund.

Response: In Fiscal Year 2015 and prior, the non-lapsing Pedestrian and Bicycle Safety Fund collected revenue from fines and penalties collected due to increases in civil fines and new civil infractions for "failure to yield to pedestrians" and other pedestrian-related infractions¹. The fund was designated for the purpose of DDOT programs that increase safe bicycling and walking. Because of the funding mechanism for the fund, fund balances were difficult to predict and track, and often led to budget authorities that were out of line with fund balances.

This fund is being rebranded as the Vision Zero Pedestrian and Bicycle Safety Fund. The fund will remain non-lapsing and will have a dedicated source of revenue of \$500,000 annually, from fines associated with automated traffic enforcement initiatives. The new fund will make the District's Vision Zero initiative more effective in enhancing the safety of vulnerable travelers, through investments in education, engineering, enforcement, and data interventions that boost the safety and quality of pedestrian and bicycle travel. While DDOT will administer the fund, the use of it will be informed by the inter-agency work of over 20 District government agencies and partners. By Fall 2015, the revenue in the fund will be available in the fund to support the most crucial transportation safety initiatives identified in the Vision Zero Action Plan. The plan, and the investment of the funds, will rely significantly on public input and collaboration.

8. Page F-23 of DDOT's budget chapter states that DDOT proposes transferring 18.0 FTEs to the Office of Contracting and Procurement (OCP) and shifting 8.0 vacant FTEs to the Federal Highway Administration fund. Please identify the Division and Activity from which the 18.0 FTEs are being transferred to OCP, as well as the Division and Activity of the 8.0 vacant FTEs, and to what projects they will be transferred.

¹ § 1-325.131. Establishment of Pedestrian and Bicycle Safety and Enhancement Fund.

(a) There is established as a nonlapsing fund the Pedestrian and Bicycle Safety and Enhancement Fund ("Fund"), which shall be allocated \$ 1.5 million per fiscal year from the fines generated from the enhanced neighborhood parking control initiative. In addition, all receipts from fines and penalties collected due to increases in civil fines and new civil infractions established by section 3 of D.C. Law 17-269 [18 DCMR 303.2(bb) and (cc), 18 DCMR 2208.11, 18 DCMR 2208.12 and 18 DCMR 2600.1], shall be deposited into the fund.

Response: While we agree with the total of 26 FTEs listed in this question, the delineation of 18.0 FTEs to OCP and 8.0 FTEs to the Federal Highway Administration fund is 17.0 FTEs and 9.0 FTEs, respectively.

The 17.0 FTEs reflects a December 2014 Mayoral Executive Order, the Office of Contracting and Procurement was established as a separate agency in the District of Columbia. DDOT employees performing contracting work were transferred to the Office of Contracting and Procurement by way of an MOU in FY15.

The 9.0 FTEs previously located in the Agency Management Program – Financial Management were shifted to Indirect Funds from Federal Highway Administration (FHWA). Their function is not directly associated with a specific project. However, the 9 FTE salary expenses are recurring costs, indirectly associated with various FHWA's projects.

Thus, for FY16, DDOT has reduced its budget by the 17.0 FTEs and 9.0 FTEs, respectively.

CAPITAL BUDGET

9. One year ago, DDOT's capital allotment balance was \$150 million.² DDOT's FY 2015 capital allotment was \$205 million. Halfway through FY 2015, DDOT's capital allotment balance is now \$258 million.³ This suggests that DDOT is having difficulty spending all of the capital funds that it receives. Please explain this balance.

DDOT has budgeted funds for important capital projects, and fully intends to implement them. However, a few large projects are driving the increase in capital allotment balances: Those projects consist of

- Streetcar – Capital spending on the Streetcar project was adjusted to focus on the East-West corridor from the Benning Road Metro Station to the Georgetown waterfront.
- South Capitol Bridge – DDOT plans to issue a final RFP in FY 2015 and award the design-build contract in FY 2016. As soon as the National Environmental Policy Act (NEPA) Record of Decision (ROD) is finalized, DDOT can begin the acquisition of right-of-way. During FY 2015, DDOT did not spend all of its available funds to acquire right-of-way because the ROD was not yet finalized; however, DDOT expects the ROD to be completed before FY 2016. This will allow the obligation and spending of \$40+million in costs.
- Pedestrian Bridge – The Park side pedestrian Bridge Spans across the DC-295 Freeway and CSXT and WMATA railroad tracks at the Minnesota Metro Station. Original bids for this project were over estimated costs. DDOT is working to resolve this issue, and we are in the process of updating the drawings/specifications in anticipation of re-advertising the project once funding has been secured. This is anticipated to occur during FY16, which will allow DDOT to expend its funds.
- Tree Planting – This is an ongoing project, planning occurs in the spring and fall.
- Greenspace Management – DDOT is in the process of encumbering funds for new contracts that begin in May for tree removal and tree pruning.

² Page 230 of Volume 6 of the FY 2015 Budget Books (Congressional Submission).

³ Page 158 of Volume 6 of the FY 2016 Budget Books (Mayor's Submission).

- Circulator Buses – We are currently working on the purchase of new buses to handle future route expansions and replacement of older vehicles.
- Power Line Undergrounding – received \$7.1 million in FY15, working is scheduled to begin this summer.

10. Capital Project BR005 includes a \$20 million allotment in FY 2016 for construction on the H Street Bridge. However, the project includes a 4-year delay before an additional \$112 million in construction funding is provided. Please explain the reason for the 4-year delay in funding construction for the full replacement of the H Street Bridge.

Response: The H Street “Hopscotch” Bridge (BR005C) was previously part of SA306C – H/Benning/K Street. The proposed budget attempts to show the District’s investment in the H Street Bridge Project in a more transparent manner. The \$20 million proposed for the H Street Bridge Project in FY 2016 is for environmental review and preliminary engineering. It is anticipated that this work will take years to complete due to the complexities of the project and the timeline for stakeholder involvement and commitments. At this preliminary stage of the project, DDOT anticipates that funding for construction may need to be available in FY 2020 and FY 2021.

11. One year ago, DDOT’s allotment balance for Capital Projects SR301 through SR308 was \$2.6 million.⁴ DDOT’s FY 2015 capital allotment for these projects was \$8 million. Halfway through FY 2015, DDOT’s capital allotment balance for these projects is now \$15.9 million—just over 6 times what it was one year ago.⁵ Despite the large balances, DDOT is requesting \$13 million for these capital projects in FY 2016—just over 1.5 times the amount received last year. Please explain why these projects have such a large balance. Why does the agency need such a substantial increased allotment for these projects when it is having difficulty spending its balance?

Response: DDOT is finalizing its Local Streets resurfacing contract, which uses funds comprising capital projects SR301 through SR308. Option year 2 of the contract began in April at the start of the resurfacing season. Spending of the FY15 amount will occur once the contract is finalized with a large portion of the spending to occur through the summer. In addition, \$1.5 million dollars of Local Street resurfacing funds will be used for the Undergrounding Project.

12. For Capital Project SA306, please provide a spending plan explaining how capital funds will be spent in FY 2015, FY 2016, FY 2017, and FY 2018.

Response: The spend plan below outlines planned spending for SA306 in the next 3 fiscal years. The FY15 funding includes both unspent encumbrances and unencumbered funds. Planned spending in the next 3 fiscal years will reduce carryover balances to zero as substantial design and construction activity begins on the extensions of the H/Benning Line, which is also reflected in the out—years of the budget.

⁴ Pages 252 through 259 of Volume 6 of the FY 2015 Budget Books (Congressional Submission).

⁵ Pages 177 through 184 of Volume 6 of the FY 2016 Budget Books (Mayor’s Submission).

STREETCAR SPEND PLAN - SA306C (\$000s)

SOURCES		FY 2015*	FY 2016	FY 2017	FY 2018
STREETCAR (Local)		115,024	-	4,000	
USES		FY 2015	FY 2016	FY 2017	FY 2018
Streetcar Program Management		13,500	3,000	3,000	3,000
H ST. BENNING - Total		41,300	-	-	-
H St. Benning Remaining Capital Costs		39,300			
H St. Benning CM		2,000			
BENNING EXTENSION - TOTAL		4,821	3,807	3,918	13,177
NEPA		200	-	-	-
Preliminary Engineering		4,621	-	-	-
Design		-	3,807	3,918	
Pre-Construction/Utilities		-	-	-	13,177
UNION STATION TO GEORGETOWN - TOTAL		1,000	3,785	-	24,716
NEPA		1,000		-	-
Preliminary Engineering		-	3,785	-	-
Design		-	-	-	20,890
Pre-Construction/Utilities		-	-	-	3,826
TOTAL - SUMMARY OF USES OF FUNDS		60,621	10,592	6,918	40,893

*Includes Uncommitted Allotments and Unspent Obligations

13. For Capital Project AW031, please provide a spending plan explaining how capital funds will be spent in FY 2015, FY 2016, FY 2017, and FY 2018.

Response: DDOT has commenced spending funds on the Project. Preliminary design for the entire corridor was initiated in January 2012 and completed in early 2014. Acquisition of Phase 1 right-of-way through the advance acquisition / protective buy process has commenced and is expected to be clear for construction by June 2015. Acquisition of the remaining parcels for the Phase 1 project will be initiated upon signing of the Record of Decision (ROD) (expected in May 2015), and is expected to be complete by the end of calendar year 2015. Phase 1 of the project will be procured as follows: selection in March 2016, design notice-to-proceed in May 2016, and construction notice-to-proceed will be issued in early 2017. It is expected that construction will be completed in early 2021. The specific spendplan is listed below based on year and amount.

AW031 Local Funds	Mayor Budget FY2016	South Capital Spend Plan as March 25, 2015
FY2016	34.4M	34.4M
FY2017	21.0M	21.0M
FY2018	16.7M	16.7M
FY2019	41.0M	41.0M
FY2020	150.0M	150.0M
FY2021	0.0M	0.0M

14. For Capital Project TRL50, please provide a spending plan explaining how capital funds will be spent in FY 2015 and FY 2016, including which trails this funding will support each year.

Response: DDOT anticipates spending TRL50 funds in FY15 on advancing planning and preliminary design on the New York Avenue Trail and the Suitland Parkway Trail. DDOT will also use the funding for construction on the upgrades to the Oxon Run Trail (which will also be augmented by Federal funds). At this time, DDOT anticipates spending the FY18 allotment on the New York Avenue Trail. Trail projects are generally eligible for Federal aid, so the TRL50 funds are used to supplement Federal funds or advance projects that require additional funding. Below is a spend plan for the TRL50 project.

SERVICES	TOTAL	fy2015	fy2016	fy2017	fy2018	fy2019	fy2020	fy2021
Design								
a. New York Trail Planning/Preliminary Design	500000	500000						
b. Suitland Parkway rehab/upgrade design	250000	250000						
CONSTRUCTION								
a. New York Avenue Trail	1500000				1500000			
b. Oxon Run Trail	1750000	1750000						
EQUIPMENT								
TOTAL NON-PERSONNEL SERVICES FORECAST	4000000	2500000	0	0	1500000	0	0	0

OTHER

15. Please provide a copy of DDOT's current 6-year obligation plan.

Response: Attached is DDOT's FY15-21 "Obligation Plan" for projected Federal Highway Administration spending. The Obligation Plan is developed annually and is used to adjust the funding amounts and sources in the region's Transportation Improvement Program (TIP) and the District's Statewide Transportation Improvement Program (STIP).