

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

Action Information

MEAD Number:
201658

Resolution:
 Yes No

TITLE:

Amend Budget for DHS Grant-Funded Security Project

PRESENTATION SUMMARY:

This presentation requests Board approval to amend the FY2016-2021 Capital Improvement Program (CIP) as well as the FY2016 Operating Reimbursable budget to incorporate Department of Homeland Security (DHS) grant funds totaling \$4.3 million for projects to improve safety and security through CCTV monitoring and to support additional risk assessment and security planning.

PURPOSE:

To amend and increase the FY2016-2021 CIP by \$2.94 million to incorporate security camera installations funded by a DHS grant awarded to Metro. In addition, to amend and increase the FY2016 Operating Reimbursable budget by \$1.38 million to support ongoing risk assessment and security planning work by the Metro Transit Police Department (MTPD) funded by the same DHS grant.

DESCRIPTION:

Key Highlights:

- DHS grant funding will install new cameras at seven Metrorail stations, integrate existing cameras into the Electronic Safety and Security (ESS) system, and close up gaps in coverage.
- DHS grant funding will also support additional risk assessment and security planning efforts by MTPD.

Background and History:

Over the past three years, using a combination of UASI grants, TSGP grants, and other funding sources, WMATA has deployed a state of the art Electronic Safety and Security (ESS) system. Additionally, we have designed, constructed, deployed, and staffed a new Security Operational Control Center (SOCC) that jointly houses both the police dispatch communications and video monitoring and evidence units.

To support the video monitoring and evidence unit, we have deployed a state of the art, authority wide video management system (VMS). The VMS system at the SOCC monitors camera feeds from all authority fixed infrastructure locations such as bus garages, rail yards, and rail stations. The VMS system is connected to a Physical

Security Information Management (PSIM) software package that allows WMATA to integrate alarms from related security systems (such as Access Control, Intrusion Detection, and Fire Alarm) with prepared response plans.

As part of this ESS system, WMATA has installed:

- new video recorders on rail platforms
- megapixel cameras on station kiosks near entrances/exits at rail stations and at rail platforms/mezzanines
- video analytic based perimeter security system at bus garages and rail yards, along with improved rail yard CCTV coverage
- a complete CCTV and Access Control upgrade at the Revenue Collection Facility
- electronic access control on doors at numerous locations

Discussion:

Metro has been selected to receive a DHS grant totaling \$4.3 million in September 2015. In addition to \$1.38 million for support of ongoing risk assessment and security planning efforts, \$2.94 million of capital grant funding will enable Metro to:

- Install new camera coverage and viewing on mezzanines and platforms at seven Metrorail stations that currently have older cameras that are no longer supported by the manufacturer.
- Purchase encoders and software to integrated existing cameras into the new ESS System.
- Install a limited number of cameras at recently upgraded stations where a gap in coverage has been identified.

These projects and funding must be incorporated into the FY2016-2021 CIP and FY2016 Operating Reimbursable budget before DHS grant submissions and awards can be finalized.

To finalize the DHS grant submission, the CCTV capital project must be incorporated into the CIP. The projected expenditures in FY2016 are approximately \$1.23 million (42% of estimated expenses), which accounts for 3 of the 7 platforms, with the rest of work to be completed in FY2017. There is no match funding associated with the DHS grant. However, the DHS grant does not fund straight time labor and specific soft costs required to deliver the project. Metro estimates the costs of these unfunded activities to be \$1.2 million. Metro has identified the bus repairables project (CIP0008) that can be reduced, and this existing funding capacity will be utilized to support the unfunded costs.

FUNDING IMPACT:

Total increase to six-year CIP of \$2.94 million for CCTV project. Total increase to FY2016 Operating Reimbursable budget of \$1.38 million.	
Project Manager:	Thomas J. Webster
Project Department/Office:	CFO/OMBS

TIMELINE:

Previous Actions	March 2015: In order to maximize Metro's opportunity to compete for discretionary grants, the Board authorized the GM/CEO, CFO or their designee to file and execute grant applications on their behalf.
Anticipated actions after presentation	Execute grant upon receipt of award letter from DHS

RECOMMENDATION:

Recommend approval of amendment to FY2016-2021 CIP of \$2.94 million for inclusion of new DHS grant-funded CCTV investments and approval of amendment to FY2016 Operating Reimbursable budget of \$1.38 million for inclusion of DHS grant-funded risk assessment and security planning efforts.

PRESENTED AND ADOPTED: September 25, 2015

SUBJECT: AMEND THE FISCAL YEAR 2016-2021 CAPITAL IMPROVEMENT PROGRAM AND FISCAL YEAR 2016 OPERATING REIMBURSABLE BUDGET TO INCORPORATE DEPARTMENT OF HOMELAND SECURITY GRANT FUNDS FOR SECURITY PROJECTS

2015-51

**RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, The Department of Homeland Security (DHS) made available grant funding for projects designed to make public transportation systems safer and enable faster response to emergencies; and

WHEREAS, In September 2015, the Washington Metropolitan Area Transit Authority (WMATA) will be awarded a DHS grant totaling \$4.32 million that will support the capital costs of camera installations as well as risk assessment and security planning efforts by the Metro Transit Police Department (MTPD); and

WHEREAS, The capital funding for camera installation of \$2.94 million will support seven separate installations for camera coverage and viewing on mezzanines and platforms, purchase encoders and software to integrate the existing cameras into a new electronic safety and security system, and install a limited number of cameras at recently upgraded stations where a gap in coverage has been identified; and

WHEREAS, The funding for additional risk assessment and security planning efforts of \$1.38 million will supplement ongoing activities by MTPD currently funded through the Operating Reimbursable budget; and

WHEREAS, To accept the grant award and receive the DHS funding, WMATA must act within 30 days from receipt of notice from DHS of award of the grant; and

WHEREAS, The grant-funded capital improvements require some work that is ineligible for grant reimbursement ("Security Project"); and

WHEREAS, The DHS grant funding and associated capital project costs and reimbursable MTPD expenses need to be incorporated into the FY2016-2021 Capital Improvement Program (CIP) and the FY2016 Operating Reimbursable budget, respectively, which were adopted on May 28, 2015, prior to the award of the grant; and

Motioned by Mr. Evans, seconded by Mrs. Hudgins

Ayes: 8 – Mr. Downey, Mr. Goldman, Mrs. Hudgins, Mr. Evans, Mr. Costa, Ms. Harley, Mr. Corcoran and Mr. Price

WHEREAS, WMATA staff have identified the existing Bus Repairables project (CIP0008) that can be reduced in order to fund the non-eligible capital project costs, requiring no net additional local jurisdictional contribution; now, therefore be it

RESOLVED, That the Board of Directors approves amending and increasing the FY2016-2021 CIP by \$2.94 million from \$6.221 billion to a total of \$6.224 billion to incorporate the new DHS grant funding and the Security Project expenditures as part of CIP0145, an existing project that will be used to support these efforts, as shown in Attachments A and B; and be it further

RESOLVED, That the Board of Directors approves amending and increasing the FY2016 Operating Reimbursable budget in the amount of \$1.38 million by increasing the existing Safety & Security Grants Project from \$5.71 million to \$7.09 million; and be it further

RESOLVED, That this Resolution shall be effective immediately in order to meet the DHS deadline to respond to the security grant within 30 days of the receipt of the award letter.

Reviewed as to form and legal sufficiency,



Mark R. Pohl
Acting General Counsel

WMATA File Structure No.:
4.2.3 Budget Reprogramming

ATTACHMENT A
Washington Metropolitan Area Transit
Authority FY2016-2021
Capital Improvement Program (CIP)
Multi-Year CIP Investments: FY2016-2021
(dollars in millions)

Six-Year Plan

	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2016- 21 Total
	Plan	Plan	Plan	Plan	Plan	Plan	Total
CIP0145 Rail Yard Hardening and Bus Security - Approved	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2.2
<u>CIP0145 Rail Yard Hardening and Bus Security - Amended</u>	<u>\$1.8</u>	<u>\$2.3</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$5.1</u>
CIP0008 Bus Repairables-Approved	\$5.7	\$10.5	\$10.5	\$11.5	\$11.6	\$12.6	\$62.4
<u>CIP0008 Bus Repairables-Amended</u>	<u>\$5.1</u>	<u>\$9.9</u>	<u>\$10.5</u>	<u>\$11.5</u>	<u>\$11.6</u>	<u>\$12.6</u>	<u>\$61.2</u>
Total	\$1.2	\$1.7	\$0.0	\$0.0	\$0.0	\$0.0	\$2.9

ATTACHMENT B

Washington Metropolitan Area Transit Authority
 FY2016-2021 Proposed Capital Improvement Program (CIP)
 Financial Plan
 (dollars in millions)

	FY2011 Estimate	FY2012 Estimate	FY2013 Estimate	FY2014 Estimate	FY2015 Forecast	Six-Year Plan						FY16-FY21 Total	FY11-21 Total
						FY2016 Proposed	FY2017 Forecast	FY2018 Forecast	FY2019 Forecast	FY2020 Forecast	FY2021 Forecast		
Federal													
Federal Formula Programs	\$ 160.9	\$ 286.1	\$ 248.6	\$ 234.0	\$ 242.7	\$ 421.5	\$ 287.3	\$ 287.3	\$ 287.3	\$ 287.3	\$ 287.3	\$ 1,857.9	\$ 3,030.2
Federal PRIIA	\$ 118.5	\$ 112.3	\$ 169.5	\$ 171.1	\$ 123.7	\$ 193.6	\$ 159.6	\$ 150.0	\$ 150.0	\$ 150.0	\$ 150.0	\$ 953.2	\$ 1,648.5
Resiliency Grant	\$ -	\$ -	\$ -	\$ -	\$ 0.2	\$ 3.9	\$ 8.0	\$ 6.0	\$ -	\$ -	\$ -	\$ 17.9	\$ 18.1
Other Federal Grants	\$ -	\$ 6.7	\$ 12.6	\$ 25.7	\$ 13.2	\$ 31.5	\$ 2.4	\$ 5.5	\$ 5.9	\$ 3.6	\$ 3.6	\$ 52.5	\$ 110.7
Subtotal Federal	\$ 279.5	\$ 405.2	\$ 430.7	\$ 430.8	\$ 379.8	\$ 650.6	\$ 457.2	\$ 448.8	\$ 443.2	\$ 440.9	\$ 440.9	\$ 2,881.5	\$ 4,807.4
State and Local													
Match to Federal Formula	\$ 40.2	\$ 71.5	\$ 62.1	\$ 58.2	\$ 60.9	\$ 105.4	\$ 71.8	\$ 71.8	\$ 71.8	\$ 71.8	\$ 71.8	\$ 464.5	\$ 757.6
System Performance	\$ 59.1	\$ 111.7	\$ 126.6	\$ 105.7	\$ 127.6	\$ 118.6	\$ 117.2	\$ 122.9	\$ 129.0	\$ 135.4	\$ 142.1	\$ 765.3	\$ 1,295.9
State and Local PRIIA	\$ 118.5	\$ 112.3	\$ 169.5	\$ 171.1	\$ 123.7	\$ 193.6	\$ 159.6	\$ 150.0	\$ 150.0	\$ 150.0	\$ 150.0	\$ 953.2	\$ 1,648.5
Match to Resiliency Grant	\$ -	\$ -	\$ -	\$ -	\$ 0.1	\$ 1.3	\$ 2.7	\$ 2.0	\$ -	\$ -	\$ -	\$ 6.0	\$ 6.0
Rail Power System Upgrades	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17.7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17.7	\$ 17.7
Other State and Local	\$ -	\$ 1.5	\$ 2.2	\$ 1.9	\$ 1.3	\$ 6.7	\$ 0.2	\$ 1.4	\$ 1.5	\$ 0.9	\$ 0.9	\$ 11.5	\$ 18.3
Subtotal State and Local	\$ 217.8	\$ 297.0	\$ 360.5	\$ 336.9	\$ 313.6	\$ 443.4	\$ 351.4	\$ 348.1	\$ 352.3	\$ 358.1	\$ 364.8	\$ 2,218.2	\$ 3,744.0
Other Sources													
MetroMatters	\$ 113.7	\$ 39.4	\$ 19.2	\$ 12.4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 184.8
Insurance Proceeds	\$ 0.1	\$ -	\$ 22.8	\$ -	\$ 1.8	\$ 9.2	\$ 3.4	\$ -	\$ -	\$ -	\$ -	\$ 12.6	\$ 37.3
Land Sale Proceeds	\$ -	\$ 12.6	\$ 13.2	\$ 2.5	\$ 1.5	\$ 27.3	\$ 3.7	\$ -	\$ -	\$ -	\$ -	\$ 31.0	\$ 60.8
Joint Development Proceeds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3.5	\$ 11.1	\$ 13.5	\$ 8.9	\$ 3.5	\$ 23.5	\$ 64.0	\$ 64.0
Miscellaneous	\$ -	\$ 16.2	\$ -	\$ 7.6	\$ 15.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 38.8
Subtotal Other Sources	\$ 113.9	\$ 68.2	\$ 55.2	\$ 22.6	\$ 18.4	\$ 39.9	\$ 18.2	\$ 13.5	\$ 8.9	\$ 3.5	\$ 23.5	\$ 107.6	\$ 385.7
Financing													
Planned Long-Term Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 355.0	\$ 235.9	\$ 165.9	\$ 140.3	\$ 87.3	\$ 984.4	\$ 984.4
Subtotal Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 355.0	\$ 235.9	\$ 165.9	\$ 140.3	\$ 87.3	\$ 984.4	\$ 984.4
Metro 2025 Investment													
Metro 2025 Investment	\$ -	\$ -	\$ -	\$ -	\$ 42.5	\$ 32.5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32.5	\$ 75.0
Subtotal Metro 2025	\$ -	\$ -	\$ -	\$ -	\$ 42.5	\$ 32.5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32.5	\$ 75.0
Total	\$ 611.2	\$ 770.4	\$ 846.3	\$ 790.4	\$ 754.2	\$ 1,166.4	\$ 1,181.8	\$ 1,046.2	\$ 970.3	\$ 942.8	\$ 916.5	\$ 6,224.1	\$ 9,996.6