

Washington Metropolitan Area Transit Authority

Board Action/Information Summary

☒ Action ☐ Information

MEAD Number:
201827

Resolution:
☒ Yes ☐ No

TITLE:

Request for FY2018 Budget Public Hearing

PRESENTATION SUMMARY:

Staff will review public hearing requirements and seek Board authorization to conduct an FY2018 budget public hearing, including approval of hearing dockets outlining the proposed fare increases, service changes, and Capital Improvement Program (CIP).

PURPOSE:

The Board will be asked to authorize an FY2018 budget public hearing. The proposed fare increases, service changes, and capital investment program for FY2018 are included in hearing dockets that the Board will approve as part of the hearing authorization.

DESCRIPTION:

Key Highlights:

- Following Board approval, Metro will hold a public hearing in late January or early February 2017 on the proposed fare increases and service changes in the FY2018 operating budget. The hearing will also provide the public an opportunity to review Metro's proposed CIP and use of Federal Transit Administration (FTA) grant funds.
- In addition to the public hearing, staff will develop and implement an outreach program (as outlined in the Board-adopted Public Participation Plan) that will invite additional public input through written email or website submissions, a survey, social media, outreach to riders, and outreach to community groups, all of which shall become part of the public record of the hearing.
- The Board will consider all findings from the hearing and the outreach prior to adopting the FY2018 operating budget and FY2018-2023 CIP.

Background and History:

In November 2016, the GM/CEO put forward a proposed FY2018 operating budget. In order to close a budget gap of nearly \$300 million, the proposed budget includes Metro employee headcount reductions, fare increases, service reductions on bus and rail, limited use of FTA grant funds for eligible preventive maintenance activities, and increased jurisdictional contributions. Section 62 of the WMATA Compact requires that any proposed increase in fares or major service change requires a public hearing.

In December 2016 (contemporaneously with this request), the GM/CEO is also proposing the FY2018-2023 CIP. Metro's capital program receives significant support from FTA grants, and FTA requires that its grant recipients annually provide the public with an opportunity to review and comment on the proposed capital program and the use of the federal grants.

Discussion:

The proposed fare increases, service changes, and capital program for FY2018 are described in detail in the dockets attached to the Board resolution. For the fare increases and service changes, these proposals represent the maximum changes that the Board may adopt as part of the FY2018 budget. The Board may choose to make lesser changes (or no changes at all), but greater changes cannot be made without returning to the public for another opportunity to provide comment.

FUNDING IMPACT:

Information item only - no immediate funding impact.	
Project Manager:	Thomas J. Webster
Project Department/Office:	CFO/OMBS

TIMELINE:

Previous Actions	November 2016 - GM/CEO Proposal of FY2018 Operating Budget December 2016 - GM/CEO Proposal of FY2018 Capital Budget and FY2018-2023 Capital Improvement Program
Anticipated actions after presentation	January 14 - February 6, 2017: Public outreach and public comment period Week of January 30 (tentative): Public hearing February 6: Public comment period closes March 2017: Adoption of FY2018 Budget

RECOMMENDATION:

Recommend Board authorization to hold FY2018 budget public hearing, including approval of hearing dockets, and authorization to initiate public participation plan activities.

SUBJECT: PUBLIC HEARING ON PROPOSED FY2018 FARE AND SERVICE CHANGES
AND PROPOSED FY2018 CAPITAL PROGRAM

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

WHEREAS, The Washington Metropolitan Area Transit Authority (WMATA) provides Metrobus, Metrorail, and MetroAccess services to the residents of the region; and

WHEREAS, The operating cost of Metrobus, Metrorail, and MetroAccess services is funded in part by passenger fares, parking fees, and other operating revenues, and in part by subsidies provided by the District of Columbia, the State of Maryland, and local jurisdictions in Virginia; and

WHEREAS, The General Manager/Chief Executive Officer's (GM/CEO) proposed Fiscal Year (FY) 2018 operating budget forecasts a substantial increase in local jurisdictional subsidy compared to FY2017 as a result of declining ridership and fare revenue as well as cost growth in certain areas, including expected costs for planned Customer Accountability Report (CARE) Plan activities; and

WHEREAS, The Board of Directors is considering a range of options for reducing the required local jurisdictional subsidy in the FY2018 operating budget, including management actions to reduce headcount; use of Federal Transit Administration (FTA) grant funds to support eligible preventive maintenance activities; fare increases; and major service changes; and

WHEREAS, Any increase in fares or major change in service requires a public hearing pursuant to Section 62 of the WMATA Compact; and

WHEREAS, The GM/CEO has also proposed the FY2018-2023 Capital Improvement Program (CIP) for the Board's review and consideration; and

WHEREAS, The proposed \$1.3 billion capital program for FY2018 funds critical safety investments for customers and employees as well as necessary state of good repair investments to ensure the reliable and effective performance of the Metro transit system; and

WHEREAS, The proposed FY2018-2023 CIP includes substantial federal funding from FTA annual formula grant programs, including funding received through the Urbanized Area Formula Program (49 U.S.C. 5307 or "Section 5307"); and

WHEREAS, FTA requires that all recipients of Section 5307 grant funding annually develop, publish, afford an opportunity for public hearing on, and submit for approval, a Program of Projects; and

WHEREAS, The proposed capital program for FY2018, as described in the proposed FY2018-2023 CIP, constitutes WMATA's Program of Projects; and

WHEREAS, In order to meet Board-established deadlines for adopting the FY2018 operating budget and FY2018-2023 CIP, and to complete the required public hearing and public participation plan activities prior to budget adoption, staff must begin work immediately following adoption of this Resolution; now therefore be it

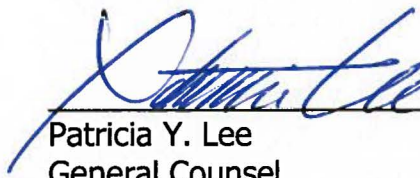
RESOLVED, That in accordance with Section 62 of the WMATA Compact, the Board of Directors will conduct a public hearing to solicit public comment on WMATA's proposed FY2018 fare increases and major service changes, as shown in Attachment A to this Resolution, as well as on WMATA's proposed FY2018 capital program, as shown in Attachment B to this Resolution; and be it further

RESOLVED, That staff is directed to develop and implement an outreach program (as described in and guided by the Board-adopted Public Participation Plan) that will invite additional public input through means including written email or website submissions, a survey, social media, outreach to riders, and outreach to community groups, all of which shall become part of the public record of the hearing; and be it further

RESOLVED, That the Board of Directors directs the GM/CEO to report on the findings of the public hearing and other outreach efforts, and that the Board shall consider these findings in its deliberations on the proposed FY2018 operating budget and proposed FY2018-2023 CIP; and be it finally

RESOLVED, That in order to ensure timely incorporation of public hearing and public participation results into the Board of Directors deliberations on the FY2018 proposed budget, this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Patricia Y. Lee
General Counsel

Attachment A

Proposed Fares and Fees (Maximum Potential Changes)

Metrorail Fares		CURRENT Fares/Fees	FY2018 Proposed Fare Options
Peak Fares¹			
1	· Boarding charge (up to 3 miles)	\$2.15	\$2.25
2	· Composite miles between 3 and 6 miles	\$0.326	no change
3	· Composite miles over 6 miles	\$0.288	no change
4	· Maximum peak fare	\$5.90	\$6.00
5	· Charge for senior/disabled is one-half peak fare	\$1.05 - \$2.95	\$1.10 - \$3.00
Off-Peak Fares²			
6	· Boarding charge (up to 3 miles)	\$1.75	\$2.00
7	· Composite miles between 3 and 6 miles	\$0.244	no change
8	· Composite miles over 6 miles	\$0.216	no change
9	· Maximum off-peak fare	\$3.60	\$3.85
10	· Charge for senior/disabled is one-half peak fare during off-peak	\$1.05 - \$2.95	\$1.10 - \$3.00
Rail Passes			
11	· One-day unlimited rail pass	\$14.50	eliminate
12	· One-day unlimited "combo" pass (rail and bus)	N/A	\$14.75
13	· One-day "convention" rail pass (bulk sales only) ³	\$10.00	no change
14	· 7-day short-trip pass for rail	\$36.00	\$38.50
15	· 7-day fast pass for rail	\$59.25	\$60.00
16	· 28-day fast pass for rail	\$237.00	eliminate
17	· Monthly SelectPass ⁴	varies	varies
Other Rail Fares			
18	· Bus-to-rail transfer utilizing SmarTrip® card	\$0.50 discount	no change
19	· 30-day DC SmartStudent pass & DC One card, within DC	\$33.00	\$34.00
20	· DC Student farecards & DC One Card - 10 rail trips within DC	\$10.30	eliminate
21	· Monthly TransitLink Card on MARC and VRE ⁵	\$111.00	\$114.00
22	· Monthly TransitLink Card on MTA ⁵	\$171.00	\$176.00
Metrobus Fares			
Regular Fares			
23	· Cash/SmarTrip® boarding charge for local/limited-stop bus	\$1.75	\$2.00
24	· Cash/SmarTrip® boarding charge for express bus	\$4.00	\$4.25
25	· Cash/SmarTrip® boarding charge for <u>airport route 5A (Dulles)</u>	\$7.00	<u>\$9.75</u>
26	· Cash/SmarTrip® boarding charge for <u>airport route B30 (BWI)</u>	\$7.00	<u>\$9.00</u>
Senior/Disabled: One-Half Regular Fares			
27	· Cash/SmarTrip® boarding charge for local/limited-stop bus	\$0.85	\$1.00
28	· Cash/SmarTrip® boarding charge for express bus	\$2.00	\$2.10
29	· Cash/SmarTrip® boarding charge for <u>airport route 5A (Dulles)</u>	\$3.50	<u>\$4.85</u>
30	· Cash/SmarTrip® boarding charge for <u>airport route B30 (BWI)</u>	\$3.50	<u>\$4.50</u>

Attachment A

Metrobus Fares (cont.)		CURRENT Fares/Fees	FY2018 Proposed Fare Options
Bus Transfers			
31	· Bus-to-bus transfers utilizing SmarTrip® card	varies	varies
32	· Rail-to-bus transfer utilizing SmarTrip® card	\$0.50 discount	no change
33	· Transfer from MARC, VRE, & MTA with weekly/monthly pass	\$0.00	no change
34	· Transfer from regional bus partners	varies	varies
Bus Passes			
OPTION 1			
35	· 7-Day Regional Bus Pass <u>(maintain at 10x base fare)</u>	\$17.50	\$20.00
36	· 7-Day Regional Senior/Disabled Pass	\$8.75	\$10.00
OPTION 2			
37	· 7-Day Regional Bus Pass <u>(reduce to 9x base fare)</u>	\$17.50	<u>\$18.00</u>
38	· 7-Day Regional Senior/Disabled Pass	\$8.75	<u>\$9.00</u>
Other Fare Media			
39	· Package of 10 tokens, available to organizations	\$17.50	\$20.00
40	· DC student tokens - 10 trips per pack	\$8.75	\$10.00
41	· DC student pass on DC One Card - 10 trips	\$8.75	eliminate
MetroAccess Fares⁶			
42	· MetroAccess fare (within ADA 3/4 mile service corridor)	varies	varies
43	· Maximum fare	\$6.50	no change
Parking Fees⁷			
44	· District of Columbia ⁸	\$4.60	<u>\$4.45 - \$4.95</u>
45	· Montgomery County	\$4.35 - \$5.10	<u>\$4.45 - \$5.20</u>
46	· Prince George's County	\$4.60 - \$5.10	<u>\$4.70 - \$5.20</u>
47	· Virginia	\$4.85	<u>\$4.95</u>
48	· Monthly reserved parking fee	\$45.00 - \$65.00	no change
49	· Parking meters \$1.00/60 minutes	\$1.00	no change
50	· Prince George's parking garage at New Carrollton (monthly)	\$85.00	no change
51	· Non-Metro rider parking fees	\$8.60 - \$15.00	no change
52	· <u>Voluntary demand-based pricing – raise or lower parking charge at up to three locations per Compact jurisdiction⁸</u>	<u>N/A</u>	<u>+/- \$0.25</u>
Other Fees			
53	· Bicycle locker rental	\$120.00 (annual)	no change
54	· Surcharge on Entry/Exit for station improvements, two stations per Compact jurisdiction ⁹	\$0.05	no change

¹ Peak fares are in effect from opening through 9:30 a.m. and from 3:00 p.m. to 7:00 p.m. weekdays, except on national holidays. Peak fares are in effect from midnight until closing Friday and Saturday nights.

² Off-peak fares are in effect during all other hours on weekdays, Saturday and Sunday, and all national holidays.

³ Discounted unlimited one-day pass for convention attendees, available through WMATA bulk sales only.

Attachment A

⁴ The monthly SelectPass is available at multiple price points and priced at 36 times the corresponding fare. The pass holder may take an unlimited number of trips at that fare or lower; the difference in fare must be paid for any trip with a higher fare. The purchaser may choose to add an unlimited Metrobus pass at a discounted price of \$54 per month.

⁵ Metro's portion of the TransitLink Cards on MARC, VRE, and MTA.

⁶ MetroAccess fare is twice the equivalent fixed route SmarTrip® fare based on fastest trip.

⁷ Parking fees consist of Metro's base fee plus jurisdiction surcharge. Monthly fee for Prince George's parking at New Carrollton is \$70 base fee plus \$15 surcharge.

⁸ Parking facilities with variable pricing would be designated per jurisdiction discretion pending Board approval. For FY2018, if variable pricing structure is approved, the District of Columbia proposes to decrease the daily parking fee at Anacostia station by \$0.25 and to increase the daily parking fee at Minnesota Ave and Rhode Island Ave stations by \$0.25. These variable price changes would be in addition to any system-wide parking fee changes that may be approved.

⁹ Rail stations with surcharge are designated per jurisdiction discretion pending Board approval.

Attachment A

Proposed Service Reductions (Maximum Potential Changes)

I. Proposed Bus Service Changes

<i>Route</i>	<i>Name</i>	<i>Service Type</i>	<i><u>Proposed Service Change(s)</u></i>
Virginia Services			
3T	Pimmit Hills-Falls Church	Regional	Eliminate service
13Y	Arlington-Union Station	Regional	Eliminate service
17A,B,F,M	Kings Park	Non-Regional	Eliminate service
2T	Tysons Corner-Dunn Loring	Regional	Eliminate service
18P,R,S	Burke Centre	Non-Regional	Eliminate service
1C	Fair Oaks-Fairfax Blvd	Regional	Eliminate service
15K,L	Chain Bridge Road	Regional	Eliminate service
2B	Fair Oaks-Jermantown Rd	Regional	Eliminate service
<u>26A (or new 3B)</u>	<u>Annandale-East Falls Church</u>	<u>Regional</u>	<u>Extend route 26A (or create new route 3B) from East Falls Church Station to West Falls Church Station, at 30 minute peak period frequency, via Washington Street and Broad Street; alternatively, travel Great Falls Street to Haycock Road to West Falls Church Station.</u>
<u>16G,H,K</u>	<u>Columbia Heights West-Pentagon City</u>	<u>Regional</u>	<u>Eliminate route 16G and replace with route 16H to operate seven days per week, 5am to 10pm in both directions, providing peak frequency of every 10 minutes (15 minutes midday) and discontinue route 16G service along S. Carlin Springs Road, 8th Road S., S. Greenbrier St. 7th Road S. and S. Dinwiddie Street.</u>
<u>REX (R99)</u>	<u>Richmond Highway Express</u>	<u>Regional</u>	<u>Reduce REX midday frequency to every 40 minutes and extend to Ft Belvoir PX</u>
<u>5A</u>	<u>DC-Dulles (Airport Express)</u>	<u>Regional</u>	<u>Retain service contingent on raising fare to \$9.75 to minimize subsidy requirement [see fare docket]</u>
<u>16X</u>	<u>Columbia Pike-Federal Triangle</u>	<u>Regional</u>	<u>Discontinue service between Pentagon Transit Center and Federal Triangle Metro via 14th Street, Independence Ave ,7th Street and Pennsylvania Ave</u>
<u>28X</u>	<u>Leesburg Pike Limited</u>	<u>Regional</u>	<u>Eliminate service</u>
<u>7X</u>	<u>Lincolnia-Pentagon</u>	<u>Regional</u>	<u>Eliminate service</u>

Attachment A

Maryland Services			
W19	Indian Head Express	Non-Regional	Eliminate service
B30	Greenbelt-BWI Airport Express	Non-Regional	Eliminate service <u>OR reduce frequency to 60 minutes</u>
W13,14	Bock Road	Regional	Eliminate service <u>OR restructure line to terminate at Southern Avenue Station instead of Downtown DC (all trips converted to route W14 trips) and option to extend to Accokeek park-and-ride</u>
P17,18,19	Oxon Hill-Fort Washington	Regional	Eliminate service <u>OR restructure to terminate at Southern Avenue Station instead of Downtown DC</u>
<u>J7,9</u>	<u>I-270 Express</u>	<u>Non-Regional</u>	<u>Eliminate service</u>
<u>B27</u>	<u>Bowie-New Carrollton</u>	<u>Non-Regional</u>	<u>Eliminate service</u>
<u>Z11</u>	<u>Greencastle-Briggs Chaney</u>	<u>Non-Regional</u>	<u>Eliminate route segment between Greencastle and Burtonsville; reduce peak frequency between Castle Blvd. and Greencastle to every 20 minutes during peak periods.</u>
<u>J5</u>	<u>Twinbrook-Silver Spring</u>	<u>Non-Regional</u>	<u>Eliminate service</u>
<u>Z7</u>	<u>Laurel-Burtonsville Express</u>	<u>Non-Regional</u>	<u>Eliminate route segment between Burtonsville and South Laurel OR reduce peak frequency to every 35 minutes</u>
<u>T2</u>	<u>River Road</u>	<u>Non-Regional</u>	<u>Reduce peak frequency to every 30 minutes</u>
<u>C11,13</u>	<u>Clinton</u>	<u>Regional</u>	<u>Reduce peak frequency to every 20 minutes</u>
<u>H11,12,13</u>	<u>Marlow Heights-Temple Hills</u>	<u>Regional</u>	<u>Reduce peak frequency to every 25 minutes</u>
<u>F1,2</u>	<u>Chillum Road</u>	<u>Regional</u>	<u>Reduce peak frequency to every 35 minutes</u>
<u>C8</u>	<u>College Park-White Flint</u>	<u>Regional</u>	<u>Discontinue segment between Glenmont Station and White Flint Station</u>
<u>J1</u>	<u>Bethesda-Silver Spring</u>	<u>Regional</u>	<u>Eliminate route J1, including discontinuing Metrobus service along Jones Mill Rd. and Jones Branch Rd.</u>
<u>T14</u>	<u>Rhode Island Avenue-New Carrollton</u>	<u>Regional</u>	<u>Reduce peak frequency to every 30 minutes</u>

Attachment A

District of Columbia Services			
37	Wisconsin Avenue Limited	Regional	Eliminate service
<u>G9</u>	<u>Rhode Island Avenue Limited</u>	<u>Non-Regional</u>	<u>Extend MetroExtra G9 along Eastern Avenue and Ft Lincoln Drive NE to new terminal at Ft. Lincoln Drive & 33rd Place</u>
<u>H6 & B8,9</u>	<u>Brookland-Fort Lincoln (Fort Lincoln Shuttle)</u>	<u>Non-Regional</u>	<u>Eliminate B8,9 designation to provide combined H6 route serving both Rhode Island Ave Station and Brookland Station with midday service to Colmar Manor; add service along Commodore Joshua E. Barney Dr. NE</u>
<u>S9</u>	<u>16th Street Limited</u>	<u>Regional</u>	<u>Increase Metro Extra S9 service to include midday and Saturday service at 15 minute frequency</u>
<u>S2,4</u>	<u>16th Street</u>	<u>Regional</u>	<u>Reduce S2,4 service middays and Saturdays to operate 15 minute frequencies</u>
<u>5A</u>	<u>DC-Dulles (Airport Express)</u>	<u>Regional</u>	<u>Eliminate service</u>

Attachment A

II. Proposed Rail Service Changes

1	Widen WEEKDAY peak period headways
	- Widen Orange/Green/Yellow/Silver Line weekday peak headways from 6 minutes to 8 minutes. Add Trippers on Orange/Green when necessary. Increase percentage of 8-car consists when possible.
	- Reduce Blue Line headway from 12 minutes to 8 minutes and eliminate Rush Plus Yellow Line service
	- Widen Red Line weekday peak headways from 6 to 8 minutes north of Silver Spring and Grosvenor. Widen Red Line weekday peak headways from 3 to 4 minutes at all other stations.
2	Widen WEEKDAY off-peak headway:
	- Widen weekday midday headway from 12 to 15 minutes
	- Widen weekday evening headway from 12 to 15 minutes between 6:30-9:30pm
3	Widen WEEKEND headway:
	- Widen Saturday headways from 12 to 15 minutes during the day (10:00 am to 6:00pm)
4	Reduce off peak/weekend service on the Red Line north of Grosvenor (Reinstate Red Line off-peak/weekend turnback at Grosvenor)
	- Weekday off-peak/evening turnbacks
	- Saturday and Sunday turnbacks
<u>5</u>	<u>Reduce weekend and late evening/night service on the Silver Line east of Stadium-Armory station</u>
	<u>- Weekends – turn back Silver Line trains at Stadium-Armory station</u>
	<u>- Late evenings/nights – turn back Silver Line trains at Stadium-Armory station</u>

Attachment B

Proposed FY2018 Capital Improvement Program and Federal FY2017 Grant Applications

WMATA intends to apply for Federal Fiscal Year 2017 grants under the *Fixing America's Surface Transportation (FAST) Act* and the *Passenger Rail Investment and Improvement Act of 2008 (PRIIA)* to support ongoing capital investments. These applications will be filed under the provisions of FAST (P.L. 114-94) and PRIIA (P.L. 110-432).

Based on preliminary information provided by the Federal Transit Administration (FTA), the Washington DC Metropolitan Region expects to receive approximately \$360 million in FTA formula funding under the FAST Act in Federal FY2017. This regional funding is distributed between WMATA, the Potomac and Rappahannock Transportation Commission (PRTC), and the Maryland Transit Administration (MTA) subject to a pre-existing agreement. Under this agreement, in Federal FY2016, WMATA received approximately 86 percent of the total FTA formula funding for the region. If WMATA's funding share remains consistent with the prior year, WMATA will receive approximately \$310 million in federal funding, which includes a small amount of discretionary funding (e.g., resiliency grants).

Additionally, WMATA estimates \$148.5 million will be available to the agency through the PRIIA program in Federal FY2017. This funding partnership between the federal government and the District of Columbia, Maryland, and Virginia, which has been in effect since 2009 and is authorized for ten years, provides critical resources to WMATA for safety improvements, railcar purchases, and other important state of good repair investments.

In accordance with Board policy, WMATA intends to apply for these grant funds within four weeks of the Board's adoption of the capital budget, which is currently scheduled for March 2017. WMATA also intends to submit the final Program of Projects to the National Capital Region Transportation Planning Board (TPB) as input to the updated Transportation Improvement Program (TIP) for the Washington Metropolitan area.

WMATA FY2018 CAPITAL IMPROVEMENT PROGRAM

The Washington Metropolitan Area Transit Authority's proposed FY2018 Capital Improvement Program (CIP) is a \$1.25 billion capital investment plan focused on safety improvements, the rebuilding of the Metro system, and improving the effectiveness of the current rail and bus network. The vast majority of the planned investment advances the safety, rehabilitation, and replacement of Metro's infrastructure, facilities, equipment, systems, railcars, buses, and paratransit vehicles.

Attachment B

The proposed FY2018 program will be funded through investments from the federal government, state and local governments, and other sources. The proposed program assumes federal sources make up \$461 million of the \$1.4 billion funding plan (which includes repayment of \$150 million of short-term debt projected to be incurred in FY2017). The remaining portion of the program is funded with \$806 million of state and local investment (including match to federal funds, direct local contributions, and long-term debt), \$106 million from the Metropolitan Washington Airports Authority (MWAA), \$14 million for jurisdictional projects, and \$6 million of other sources.

The Capital Improvement Program consists of the following six major investment categories:

- **Railcars**, which includes acquisition of new vehicles, maintenance and overhaul activities on existing vehicles to ensure safe and reliable operation, and construction and rehabilitation on railcar maintenance facilities;
- **Rail Systems**, which includes investment in propulsion (including tie-breaker stations, traction power substations, power cables, and transformers) and signals and communications systems (including radio systems and underground wireless infrastructure);
- **Track & Structures**, which includes fixed rail (e.g., running rail, switches, fasteners, crossties, etc.), structures (e.g., tunnels and bridges), and track maintenance equipment;
- **Stations & Passenger Facilities**, which includes platforms and other structures, vertical transportation (elevators and escalators), fare collection systems, station systems, and parking facilities;
- **Bus & Paratransit**, which includes bus acquisition, bus overhaul and maintenance activities to ensure safe and reliable operation, bus maintenance facilities, bus passenger facilities, and replacement of paratransit vehicles; and
- **Business Support**, which includes information technology (IT), Metro Transit Police (MTPD) investments, and other support and equipment services.

Attachment B

Proposed FY2018 Capital Investment By Program Area

Program	Total
Railcar Acquisition	\$344
Railcar Maintenance/Overhaul	\$139
Railcar Maintenance Facilities	\$40
Railcar Investments	\$523
Propulsion	\$33
Signals & Communications	\$84
Rail Systems Investments	\$117
Fixed Rail	\$100
Structures	\$13
Track Maintenance Equipment	<\$1
Track and Structures Rehabilitation Investments	\$113
Platforms & Structures	\$88
Vertical Transportation	\$61
Fare Collection	\$20
Station Systems	\$30
Parking Facilities	\$8
Stations and Passenger Facilities Investments	\$207
Bus Acquisition	\$63
Bus Maintenance/Overhaul	\$67
Bus Maintenance Facilities	\$70
Bus Passenger Facilities/Systems	\$8
Paratransit	\$17
Bus and Paratransit Investments	\$225
IT	\$48
MTPD	\$1
Support Equipment/Services	\$16
Business Support Investments	\$65
Total Capital Program	\$1,250

Attachment B

FY2018 Proposed Capital Funding Sources

Source	Amount (millions)
Federal Grants	\$461
State & Local Investment and Debt	
District of Columbia	\$281
Maryland	\$278
Virginia	\$242
Metropolitan Washington Airports Authority (MWAA)	\$118
Jurisdictional Projects	\$14
Other	\$6
TOTAL	\$1,400

Note: FY2018 funding plan includes \$150 million to repay Board-approved short-term debt projected to be used in FY2017