School Transit Subsidy (KD0)

District Law 2-152, the School Transit Subsidy Act of 1978, as amended, authorizes the payment of a subsidy for the transportation of District students to and from school and related educational activities. The legislation prescribing the eligibility requires that students reside in the District of Columbia; be under 19 years of age except for students with disabilities for whom reduced fares shall be available through the end of the semester when the student reaches 22 years of age; be enrolled in a public, private or parochial school in the District of Columbia; and need to use Metrobus or Metrorail for travel to and from school and related educational activities in the District.

Director of Public Works	**Vanessa D. Burns**
Proposed Operating Budget ($ in thousands)	**$3,200**

Fast Facts

- The proposed FY 2001 operating budget is $3,200,000 a decrease of $250,000 from the FY 2000 budget.
- The budget requested in FY 2001 has been reduced to reflect the change in student ridership.

FY 2001 Proposed Budget by Control Center

The basic unit of budgetary and financial control in the District's financial management system is a control center. The School Transit Subsidy is comprised of one control center that serves as the major component of the agency's budget.

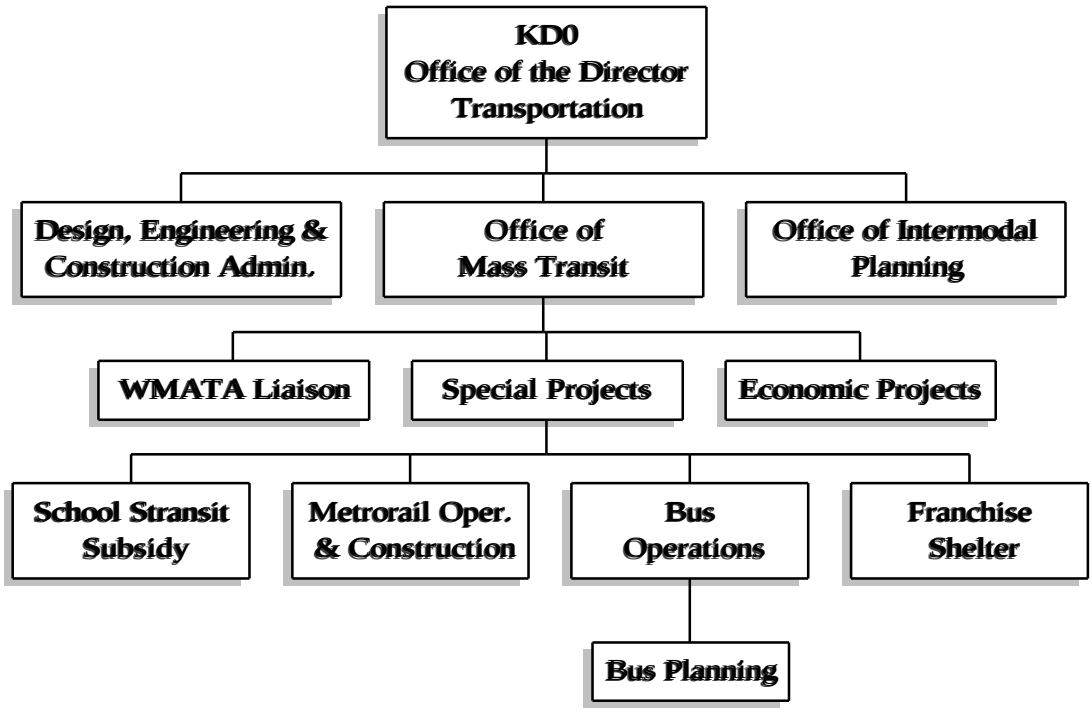
FY 2001 Proposed Budget by Control Center

(Dollars in Thousands)
School Transit Subsidy

Control Center	Proposed FY 2001 Budget
0010 SCHOOL TRANSIT SUBSIDY	3,200
KD0 School Transit Subsidy	3,200

Agency Overview and Organization

The Department of Public Works' Office of Mass Transit (OMT) administers the School Transit Subsidy program in conjunction with the Washington Metropolitan Area Transit Authority and the District of Columbia Public Schools. OMT staff is charged with: certifying eligible students to travel on Metrobus and Metrorail; issuing student discount cards to permit subsidized travel; distributing application blanks for purchasing discounted bus tokens; administering the special program for student travel during summers and weekends; verifying the monthly student ridership; and processing the quarterly subsidy payments to the Washington Metropolitan Area Transit Authority (WMATA).



FY 2001 Proposed Operating Budget

The School Transit Subsidy Operating Budget is composed of Nonpersonal Services (NPS).

Within the NPS budget category are several object classes of expenditure such as supplies and materials, utilities, communications, rent, other services and charges, contractual services, subsidies and transfers, equipment and equipment rental, and debt service.

Authorized spending levels present the dollars and related full-time equivalents (FTE) by revenue type. Revenue types include: Local (tax and non-tax revenue not earmarked for a particular purpose); Federal (revenue provided by the federal government to support federally established programs or grants for a particular purpose); Private and Other (charitable contributions and fees from fines, etc.); and Intra-District (payments for services provided by one District agency to another District agency).

FY 2001 Proposed Operating Budget

(Dollars in Thousands)

School Transit Subsidy

Object Class	FY 1999 Unaudited	Budget FY 2000	Proposed FY 2001	Variance
Regular Pay -Cont. Full Time	64	0	0	0
Additional Gross Pay	1	0	0	0
Fringe Benefits	15	0	0	0
Subtotal for: Personal Services (PS)	80	0	0	0
Supplies and Materials	0	2	2	0
Other Services and Charges	0	0	0	0
Contractual Services - Other	5	117	117	0
Subsidies and Transfers	2,700	3,301	3,051	-250
Equipment and Equipment Rental	0	30	30	0
Subtotal for: Nonpersonal Services (NPS)	2,705	3,450	3,200	-250
Total Expenditures:	2,785	3,450	3,200	-250

Authorized Spending Levels by Revenue Type:	FTEs	Dollars	FTEs	Dollars	FTEs	Dollars	FTEs	Dollars
Local	0	2,785	0	3,450	0	3,200	0	-250
Total:	0	2,785	0	3,450	0	3,200	0	-250

Agency Funding Summary

The proposed FY 2001 operating budget *for all funding sources* is $3,200,000 , a decrease of $250,000 or .08 percent, from the FY 2000 approved budget. The School Transit Subsidy receives funding from local sources.

- **Local.** The proposed *local* budget is $3,200,000, a decrease of $250,000. The entire decrease is in nonpersonal services.

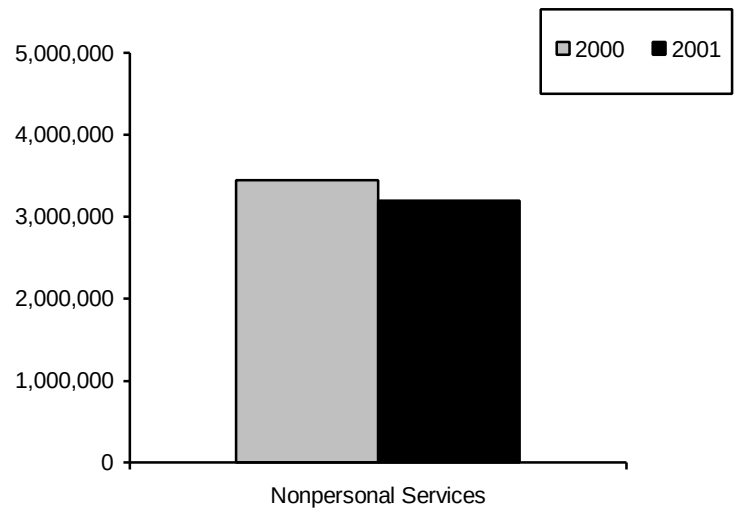
  The change in nonpersonal services is comprised of:

  – ($250,000) decrease due to a reduction in student ridership.

Figure 1

FY 2001 Proposed Budget Includes a Decrease for NPS

Nonpersonal services decreased by 7.4 percent, from $3.4 million to $3.2 million, due to a reduction in student ridership.



Performance Measures

Monthly ridership

Performance Measure	1998 Actual	1999 Actual	2000 Estimate	2001 Projected	2002 Projected
Monthly ridership	370,553	369,835	369,835	369,000	369,000