
Washington Metropolitan Area Transit Authority

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Table KE0-1

Description	FY 2016 Actual	FY 2017 Approved	FY 2018 Proposed	% Change from FY 2017
OPERATING BUDGET	\$359,096,548	\$367,170,726	\$430,009,315	17.1

The mission of the Washington Metropolitan Area Transit Authority (WMATA) is to provide the public with a safe, efficient and affordable means of travel. This budget reflects only the District of Columbia government appropriation to the agency, and provides funding policy recommendations and coordination of services under the direction of the District's Department of Transportation (Transit Delivery Division).

WMATA was created February 20, 1967. It is an interstate compact agency and, by the terms of its enabling legislation, an agency and instrumentality of the District of Columbia, State of Maryland, and Commonwealth of Virginia. This compact agency was created by the aforementioned states and the District of Columbia to plan, finance, construct, and operate a comprehensive public transit system for the Washington metropolitan area. A Board of Directors, with representatives from each of the three jurisdictions and the federal government, governs WMATA. The District has two voting members and two non-voting members on WMATA's Board. The Project Delivery Administration of the District's Department of Transportation (DDOT) oversees the District's funding of WMATA and recommends policy direction, develops service initiatives, and monitors service quality. DDOT's role is inclusive of all transit modes including Metrobus, Metrorail, and MetroAccess Paratransit service.

The agency's FY 2018 proposed budget is presented in the following tables:

FY 2018 Proposed Gross Funds Operating Budget and FTEs, by Revenue Type

Table KE0-2 contains the proposed FY 2018 budget by revenue type compared to the FY 2017 approved budget. It also provides FY 2016 actual data.

Table KE0-2

(dollars in thousands)

Appropriated Fund	Dollars in Thousands					Full-Time Equivalents				
	Actual	Approved	Proposed	Change		Actual	Approved	Proposed	Change	
	FY 2016	FY 2017	FY 2018	FY 2017	Percentage Change*	FY 2016	FY 2017	FY 2018	FY 2017	Percentage Change
GENERAL FUND										
LOCAL FUNDS	248,489	246,901	290,495	43,594	17.7	0.0	0.0	0.0	0.0	N/A
DEDICATED TAXES	68,809	66,670	85,572	18,902	28.4	0.0	0.0	0.0	0.0	N/A
SPECIAL PURPOSE										
REVENUE FUNDS	41,799	53,600	53,942	342	0.6	0.0	0.0	0.0	0.0	N/A
TOTAL FOR GENERAL FUND										
	359,097	367,171	430,009	62,839	17.1	0.0	0.0	0.0	0.0	N/A
GROSS FUNDS										
	359,097	367,171	430,009	62,839	17.1	0.0	0.0	0.0	0.0	N/A

*Percent change is based on whole dollars.

Note: If applicable, for a breakdown of each Grant (Federal and Private), Special Purpose Revenue type and Intra-District agreement, please refer to **Schedule 80 Agency Summary by Revenue Source** in the **FY 2018 Operating Appendices** located on the Office of the Chief Financial Officer's website.

FY 2018 Proposed Operating Budget, by Comptroller Source Group

Table KE0-3 contains the proposed FY 2018 budget at the Comptroller Source Group (object class) level compared to the FY 2017 approved budget. It also provides FY 2015 and FY 2016 actual expenditures.

Table KE0-3

(dollars in thousands)

Comptroller Source Group	Actual FY 2015	Actual FY 2016	Approved FY 2017	Proposed FY 2018	Change from FY 2017	Percentage Change*
50 - SUBSIDIES AND TRANSFERS	335,703	359,097	367,171	430,009	62,839	17.1
SUBTOTAL NONPERSONAL SERVICES (NPS)	335,703	359,097	367,171	430,009	62,839	17.1
GROSS FUNDS	335,703	359,097	367,171	430,009	62,839	17.1

*Percent change is based on whole dollars.

FY 2018 Proposed Operating Budget and FTEs, by Division/Program and Activity

Table KE0-4 contains the proposed FY 2018 budget by division/program and activity compared to the FY 2017 approved budget. It also provides FY 2016 actual data. For a more comprehensive explanation of divisions/programs and activities, please see the Division/Program Description section, which follows the table.

Table KE0-4

(dollars in thousands)

Division/Program and Activity	Dollars in Thousands				Full-Time Equivalents			
	Actual FY 2016	Approved FY 2017	Proposed FY 2018	Change from FY 2017	Actual FY 2016	Approved FY 2017	Proposed FY 2018	Change from FY 2017
(DC00) DC PROJECTS ONLY								
(CIRC) CIRCULATOR	27,280	25,093	24,226	-867	0.0	0.0	0.0	0.0
(MSCO) METRO SAFETY COMMISSION - OVERSIGHT COMM	0	0	750	750	0.0	0.0	0.0	0.0
(REDF) REDUCED FARES	800	800	600	-200	0.0	0.0	0.0	0.0
(SCHS) SCHOOL SUBSIDY	18,572	18,600	19,451	851	0.0	0.0	0.0	0.0
SUBTOTAL (DC00) DC PROJECTS ONLY	46,652	44,493	45,027	534	0.0	0.0	0.0	0.0
(DS00) DEBT SERVICE								
(DS01) DEBT SERVICE - SERIES	10,672	10,589	18,450	7,861	0.0	0.0	0.0	0.0
SUBTOTAL (DS00) DEBT SERVICE	10,672	10,589	18,450	7,861	0.0	0.0	0.0	0.0
(MA00) METRO ACCESS								
(PARA) PARA-TRANSIT	25,074	23,822	25,542	1,720	0.0	0.0	0.0	0.0
SUBTOTAL (MA00) METRO ACCESS	25,074	23,822	25,542	1,720	0.0	0.0	0.0	0.0
(OP00) WMATA OPERATIONS								
(BUS1) METROBUS	174,067	187,541	218,069	30,529	0.0	0.0	0.0	0.0
(RAIL) METRORAIL	102,631	100,726	122,921	22,195	0.0	0.0	0.0	0.0
SUBTOTAL (OP00) WMATA OPERATIONS	276,698	288,267	340,990	52,724	0.0	0.0	0.0	0.0
TOTAL PROPOSED OPERATING BUDGET	359,097	367,171	430,009	62,839	0.0	0.0	0.0	0.0

(Change is calculated by whole numbers and numbers may not add up due to rounding)

Note: For more detailed information regarding the proposed funding for the activities within this agency's programs, please see **Schedule 30-PBB Program Summary by Activity** in the **FY 2018 Operating Appendices** located on the Office of the Chief Financial Officer's website. "No Activity Assigned" indicates budget or actuals that are recorded at the division/program level.

Program Description

The Washington Metropolitan Area Transit Authority (WMATA) operates through the following 4 programs:

DC-Specific (Reimbursable to WMATA) Projects – are not part of the regular jurisdictional share of the WMATA subsidy; they are programs or projects that the District pays WMATA to operate or construct. Examples of DC-Specific Projects include the following: the DC Circulator bus system, Reduced Fares, and the School Subsidy program.

This program contains the following 4 activities:

- **Circulator** – provides oversight and management for the DC Circulator bus system;
- **Metro Safety Commission - Oversight Commission** - The Metrorail Safety Commission shall have safety regulatory and enforcement authority over the WMATA Metrorail system, and shall act as the state safety oversight authority for WMATA;
- **Reduced Fares** – operates a special fare buy-down on bus-to-rail and rail-to-bus transfers in Southeast Washington; and
- **School Subsidy** – operates services associated with the School Subsidy program.

Debt Service – covers the District's annual share of financing costs for bonds sold by WMATA for the construction of the original system and for ongoing transit infrastructure rehabilitation and replacement. This payment is consistent with the Ancillary Bond Repayment Participation Agreement entered between the District of Columbia, the State of Maryland, the Commonwealth of Virginia, and the United States Secretary of Transportation.

MetroAccess – provides curb-to-curb wheelchair lift-equipped van service for persons unable to use accessible conventional bus or rail services. In the District, the service has nearly 9,200 certified riders who make approximately 54,000 trips per month. WMATA contracts with private carriers for the Paratransit service.

WMATA Operations – ensures that Metrorail and Metrobus operate efficiently and timely within the District of Columbia.

This program contains the following 2 activities:

- **Metrobus Operations** – operates approximately 350 bus routes on 135 lines throughout the metropolitan area, serving an average yearly ridership of 135 million. The District has the most concentrated level of Metrobus service in the region and the largest share of Metrobus ridership. Over half of Metrobus riders are District residents; and
- **Metrorail Operations** – operates approximately 38 miles of the Metrorail system and 40 stations in the District. It provides approximately 226.5 million trips per year. WMATA manages a total of 118 miles of track in the metropolitan area with 91 stations.

Program Structure Change

The Washington Metropolitan Area Transit Authority has no program structure changes in the FY 2018 proposed budget.

FY 2017 Approved Budget to FY 2018 Proposed Budget, by Revenue Type

Table KE0-5 itemizes the changes by revenue type between the FY 2017 approved budget and the FY 2018 proposed budget. For a more comprehensive explanation of changes, please see the FY 2018 Proposed Budget Changes section, which follows the table.

Table KE0-5

(dollars in thousands)

DESCRIPTION	DIVISION/PROGRAM	BUDGET	FTE
LOCAL FUNDS: FY 2017 Approved Budget and FTE		246,901	0.0
Other CSFL Adjustments	Multiple Programs	11,015	0.0
LOCAL FUNDS: FY 2018 Current Services Funding Level (CSFL) Budget		257,916	0.0

Table KE0-5

(dollars in thousands)

DESCRIPTION	DIVISION/PROGRAM	BUDGET	FTE
Increase: To support the costs of pre-existing programmatic initiatives	Multiple Programs	20,241	0.0
Decrease: To align resources with operational spending goals	Multiple Programs	-20,241	0.0
LOCAL FUNDS: FY 2018 Agency Budget Submission		257,916	0.0
Enhance: To support the DC portion of WMATA's operating cost	Multiple Programs	22,028	0.0
Enhance: To align budget with scheduled debt service payments	Debt Service	7,750	0.0
Enhance: To support the DC portion of WMATA's operating cost (one-time)	Wmata Operations	2,000	0.0
Enhance: To support the new Metro Safety Commission (MSC)	DC Projects Only	750	0.0
LOCAL FUNDS: FY 2018 Mayor's Proposed Budget		290,444	0.0
Enhance: To alleviate overcrowding on the D31 bus (one-time)	DC Projects Only	51	0.0
LOCAL FUNDS: FY 2018 District's Proposed Budget		290,495	0.0
DEDICATED TAXES: FY 2017 Approved Budget and FTE		66,670	0.0
Decrease: To align resources with operational spending goals	Multiple Programs	-6	0.0
DEDICATED TAXES: FY 2018 Agency Budget Submission		66,664	0.0
Enhance: To support the DC portion of WMATA's operating cost	Wmata Operations	18,908	0.0
DEDICATED TAXES: FY 2018 Mayor's Proposed Budget		85,572	0.0
No Change		0	0.0
DEDICATED TAXES: FY 2018 District's Proposed Budget		85,572	0.0
SPECIAL PURPOSE REVENUE FUNDS: FY 2017 Approved Budget and FTE		53,600	0.0
Decrease: To align budget with projected revenues	Multiple Programs	-858	0.0
SPECIAL PURPOSE REVENUE FUNDS: FY 2018 Agency Budget Submission		52,742	0.0
Enhance: To support the DC portion of WMATA's operating cost	DC Projects Only	1,200	0.0
SPECIAL PURPOSE REVENUE FUNDS: FY 2018 Mayor's Proposed Budget		53,942	0.0
No Change		0	0.0
SPECIAL PURPOSE REVENUE FUNDS: FY 2018 District's Proposed Budget		53,942	0.0
GROSS FOR KE0 - WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY		430,009	0.0

(Change is calculated by whole numbers and numbers may not add up due to rounding)

FY 2018 Proposed Budget Changes

The Washington Metropolitan Area Transit Authority's (WMATA) proposed FY 2018 gross budget is \$430,009,315, which represents a 17.1 percent increase over its FY 2017 approved gross budget of \$367,170,726. The budget is comprised of \$290,494,900 in Local funds, \$85,572,185 in Dedicated Taxes, and \$53,942,230 in Special Purpose Revenue funds.

Current Services Funding Level

The Current Services Funding Level (CSFL) is a Local funds ONLY representation of the true cost of operating District agencies, before consideration of policy decisions. The CSFL reflects changes from the FY 2017 approved budget across multiple programs, and it estimates how much it would cost an agency to continue its current programs and operations into the following fiscal year. The FY 2018 CSFL adjustments to the FY 2017 Local funds budget are described in table 5 of this agency's budget chapter. Please see the CSFL Development section within Volume 1: Executive Summary for more information regarding the methodology used and components that comprise the CSFL.

WMATA's FY 2018 CSFL budget is \$257,915,848, which represents an \$11,015,122, or 4.5 percent, increase over the FY 2017 approved Local funds budget of \$246,900,726.

CSFL Assumptions

The FY 2018 CSFL calculated for WMATA included adjustment entries that are not described in detail on table 5. These adjustments include an increase of \$11,015,122 to account for projected funding in the FY 2017 Financial Plan that supports the District of Columbia's FY 2018 share of WMATA's annual operating cost.

Agency Budget Submission

Annually, the District of Columbia and the states of Maryland and Virginia, including the counties within the Greater Metropolitan Washington Area, subsidize part of the operating costs of the Metro System. In Fiscal Year 2018, WMATA reallocates funding along appropriated funds to ensure that each program receives its total share of funding.

Increase: In Local funds, the proposed budget for WMATA includes an increase of \$20,241,126 across multiple programs. This increase is comprised of \$20,129,848 for the Circulator Bus system, the Kids Ride Free program, and school subsidy initiatives; and \$111,278 for debt service payments.

Decrease: WMATA's Local funds budget proposal reflects a decrease of \$20,241,126 due to the reallocation of resources from WMATA Operations to District-Specific Projects. This adjustment aligns the agency's resources with its operational spending goals.

The proposed budget in Dedicated Taxes decreased by \$6,285 based on revenue projections for Parking Taxes. In Special Purpose Revenue funds, the proposed budget decreased by \$857,770 to reflect reduced revenue projections from the Circulator service.

Mayor's Proposed Budget

Enhance: In Local funds, WMATA's FY 2018 proposed budget includes an enhancement of \$22,028,052, of which \$21,692,052 supports the District of Columbia's share of annual subsidy to WMATA and \$336,000 restores bus lines that would have otherwise been eliminated. To align funding with scheduled debt service payments, the budget includes an increase of \$7,750,000. Also in Local funds, the budget proposal includes one-time funding in the amount of \$2,000,000 to support the initiative to reduce overcrowding during peak hours on several bus routes, and it also includes an additional \$750,000 to establish a new Metro Safety Commission.

To support the District of Columbia's share of annual subsidy payment to WMATA, Dedicated Taxes increased by \$18,908,470 and Special Purpose Revenue funds by \$1,200,000.

District's Proposed Budget

Enhance: The proposed Local funds budget includes a one-time funding increase of \$51,000 to alleviate overcrowding on the D31 bus used by Shepherd Park students going to Deal and Wilson schools.