

Washington Metropolitan Area Transit Authority

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Table KE0-1

Description	FY 2019 Actual	FY 2020 Actual	FY 2021 Approved	FY 2022 Approved	% Change from FY 2021
OPERATING BUDGET	\$425,752,659	\$424,270,773	\$458,357,463	\$457,524,864	-0.2
FTEs	0.0	0.0	0.0	0.0	N/A
CAPITAL BUDGET	\$120,328,659	\$319,742,669	\$323,500,000	\$327,663,709	1.3
FTEs	0.0	0.0	0.0	0.0	N/A

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).

Summary of Services

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 2022 approved budget is presented in the following tables:

FY 2022 Approved Gross Funds Operating Budget and FTEs, by Revenue Type

Table KE0-2 contains the approved FY 2022 budget by revenue type compared to the FY 2021 approved budget. It also provides FY 2019 and FY 2020 actual data.

Table KE0-2

(dollars in thousands)

	Dollars in Thousands						Full-Time Equivalents					
	Actual FY 2019	Actual FY 2020	Approved FY 2021	Approved FY 2022	Change from FY 2021	% Change*	Actual FY 2019	Actual FY 2020	Approved FY 2021	Approved FY 2022	Change from FY 2021	% Change
Appropriated Fund												
GENERAL FUND												
Local Funds	123,014	334,585	342,662	352,888	10,226	3.0	0.0	0.0	0.0	0.0	0.0	N/A
Dedicated Taxes	258,489	54,869	77,295	76,637	-658	-0.9	0.0	0.0	0.0	0.0	0.0	N/A
Special Purpose Revenue Funds	44,250	34,817	38,400	28,000	-10,400	-27.1	0.0	0.0	0.0	0.0	0.0	N/A
TOTAL FOR GENERAL FUND	425,753	424,271	458,357	457,525	-833	-0.2	0.0	0.0	0.0	0.0	0.0	N/A
GROSS FUNDS	425,753	424,271	458,357	457,525	-833	-0.2	0.0	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 2022 Operating Appendices** located on the Office of the Chief Financial Officer's website.

FY 2022 Approved Operating Budget, by Comptroller Source Group

Table KE0-3 contains the approved FY 2022 budget at the Comptroller Source Group (object class) level compared to the FY 2021 approved budget. It also provides FY 2019 and FY 2020 actual expenditures.

Table KE0-3

(dollars in thousands)

	Actual FY 2019	Actual FY 2020	Approved FY 2021	Approved FY 2022	Change from FY 2021	Percentage Change*
Comptroller Source Group						
50 - Subsidies and Transfers	425,753	424,271	458,357	457,525	-833	-0.2
SUBTOTAL NONPERSONAL SERVICES (NPS)	425,753	424,271	458,357	457,525	-833	-0.2
GROSS FUNDS	425,753	424,271	458,357	457,525	-833	-0.2

*Percent change is based on whole dollars.

FY 2022 Approved Operating Budget and FTEs, by Division/Program and Activity

Table KE0-4 contains the approved FY 2022 budget by division/program and activity compared to the FY 2021 approved budget. It also provides FY 2019 and FY 2020 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 2019	Actual FY 2020	Approved FY 2021	Approved FY 2022	Change from FY 2021	Actual FY 2019	Actual FY 2020	Approved FY 2021	Approved FY 2022	Change from FY 2021
(DC00) DC PROJECTS ONLY										
(MSCO) Metro Safety Commission - Oversight Comm	750	750	1,897	1,687	-210	0.0	0.0	0.0	0.0	0.0
(REDF) Reduced Fares	600	600	600	1,100	500	0.0	0.0	0.0	0.0	0.0
(SCHS) School Subsidy	22,948	21,085	22,870	22,870	0	0.0	0.0	0.0	0.0	0.0
SUBTOTAL (DC00) DC PROJECTS ONLY	24,298	22,435	25,367	25,657	290	0.0	0.0	0.0	0.0	0.0
(DS00) DEBT SERVICE										
(DS01) Debt Service - Series	29,293	33,293	33,293	33,273	-20	0.0	0.0	0.0	0.0	0.0
SUBTOTAL (DS00) DEBT SERVICE	29,293	33,293	33,293	33,273	-20	0.0	0.0	0.0	0.0	0.0
(MA00) METRO ACCESS										
(PARA) Para-Transit	27,305	31,341	34,505	39,796	5,291	0.0	0.0	0.0	0.0	0.0
SUBTOTAL (MA00) METRO ACCESS	27,305	31,341	34,505	39,796	5,291	0.0	0.0	0.0	0.0	0.0
(OP00) WMATA OPERATIONS										
(BUS1) Metrobus	209,447	224,685	222,389	218,495	-3,894	0.0	0.0	0.0	0.0	0.0
(RAIL) Metrorail	135,411	112,516	142,803	140,303	-2,500	0.0	0.0	0.0	0.0	0.0
SUBTOTAL (OP00) WMATA OPERATIONS	344,858	337,201	365,192	358,798	-6,394	0.0	0.0	0.0	0.0	0.0
TOTAL APPROVED OPERATING BUDGET	425,753	424,271	458,357	457,525	-833	0.0	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 approved funding for the activities within this agency's programs, please see **Schedule 30-PBB Program Summary by Activity** in the **FY 2022 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 for which the District pays funds directly.

This program contains the following 3 activities:

- **Metro Safety Commission - Oversight Commission** –The Metrorail Safety Commission has safety regulatory and enforcement authority over the WMATA Metrorail system and acts 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 support a one-time pilot of reduced fares for low-income residents; and
- **School Transit 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.

Metro Access – 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 2022 approved budget.

FY 2021 Approved Budget to FY 2022 Approved Budget, by Revenue Type

Table KE0-5 itemizes the changes by revenue type between the FY 2021 approved budget and the FY 2022 approved budget. For a more comprehensive explanation of changes, please see the FY 2022 Approved Budget Changes section, which follows the table.

Table KE0-5

(dollars in thousands)

DESCRIPTION	DIVISION/PROGRAM	BUDGET	FTE
LOCAL FUNDS: FY 2021 Approved Budget and FTE		342,662	0.0
Removal of One-Time Costs	Multiple Programs	-29,876	0.0
LOCAL FUNDS: FY 2022 Recurring Budget		312,786	0.0
Increase: To support operational requirements	Multiple Programs	29,876	0.0
Enhance: To support operational requirements (one-time)	WMATA Operations	9,745	0.0
Enhance: To support the Low-Income Fare Subsidy pilot program (one-time)	DC Projects Only	500	0.0
Reduce: To realize programmatic cost savings in nonpersonal services	Debt Service	-20	0.0
LOCAL FUNDS: FY 2022 Mayor's Proposed Budget		352,888	0.0
No Change		0	0.0
LOCAL FUNDS: FY 2022 District's Approved Budget		352,888	0.0

Table KE0-5

(dollars in thousands)

DESCRIPTION	DIVISION/PROGRAM	BUDGET	FTE
DEDICATED TAXES: FY 2021 Approved Budget and FTE		77,295	0.0
Decrease: To align budget with projected revenues	Multiple Programs	-658	0.0
DEDICATED TAXES: FY 2022 Mayor's Proposed Budget		76,637	0.0
No Change		0	0.0
DEDICATED TAXES: FY 2022 District's Approved Budget		76,637	0.0
SPECIAL PURPOSE REVENUE FUNDS: FY 2021 Approved Budget and FTE		38,400	0.0
Decrease: To align budget with projected revenues	Multiple Programs	-10,400	0.0
SPECIAL PURPOSE REVENUE FUNDS: FY 2022 Mayor's Proposed Budget		28,000	0.0
No Change		0	0.0
SPECIAL PURPOSE REVENUE FUNDS: FY 2022 District's Approved Budget		28,000	0.0
GROSS FOR KE0 - WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY		457,525	0.0

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

FY 2022 Approved Operating Budget Changes

Table KE0-6 contains the approved FY 2022 budget by fund compared to the FY 2021 approved budget.

Table KE0-6

Appropriated Fund	FY 2021 Approved	FY 2022 Approved	% Change from FY 2021
Local Funds	\$342,662,161	\$352,887,864	3.0
Dedicated Taxes	\$77,295,302	\$76,637,000	-0.9
Special Purpose Revenue Funds	\$38,400,000	\$28,000,000	-27.1
GROSS FUNDS	\$458,357,463	\$457,524,864	-0.2

Recurring Budget

The FY 2022 approved budget for the Washington Area Metropolitan Area Transit Authority includes a reduction of \$29,876,000 to account for the removal of one-time funding appropriated in FY 2021. The adjustment is comprised of \$15,229,000 for projected increases in the District's share of the annual subsidies in support of WMATA's operations; \$13,500,000 for the Kids Ride Free program; and \$1,147,000 for the Metro Safety Commission.

Mayor's Proposed Budget

Annually, the District of Columbia and states of Maryland and Virginia, including the counties within the Greater Washington Metropolitan Area, subsidize part of the operating costs of the Metro System. In FY 2022, the budget for WMATA reallocates funding along appropriated funds to ensure that each program receives its local share of funding.

Increase: The budget proposal in Local funds includes an increase of \$29,876,000, which is comprised of \$15,229,000 to support the projected increases in the District's share of the annual subsidies that support WMATA's operations; \$13,500,000 to support the Kids Ride Free program; and \$1,147,000 to support the Metro Safety Commission.

Decrease: The proposed budget includes a decrease of \$658,302 in Dedicated Taxes to align the budget with projected parking tax revenues, which have been impacted by COVID-19 pandemic. The proposed budget for Special Purpose Revenue funds is decreased by \$10,400,000 as a result of the impact of the COVID-19 pandemic on parking meter revenues.

Enhance: The proposed budget in Local funds includes additional one-time funding of \$9,745,488 to support WMATA's annual subsidy. It also includes a one-time enhancement of \$500,000 to study subsidized transit trips taken by low-income residents of the District of Columbia.

Reduce: The FY 2022 proposed budget in Local funds is decreased by \$19,785 to align WMATA's Debt Service program with the FY 2022 projections.

District's Approved Budget

No Change: The Washington Metropolitan Area Transit Authority's budget reflects no change from the Mayor's proposed budget to the District's approved budget.