
Washington Metropolitan Area Transit Authority

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Table KE0-1

Description	FY 2020 Actual	FY 2021 Actual	FY 2022 Approved	FY 2023 Approved	% Change from FY 2022
OPERATING BUDGET	\$424,270,773	\$458,346,163	\$457,524,864	\$481,168,847	5.2
FTEs	0.0	0.0	0.0	0.0	N/A
CAPITAL BUDGET	\$319,742,669	\$323,500,000	\$327,663,709	\$336,157,842	2.6
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 2023 approved budget is presented in the following tables:

FY 2023 Approved Gross Funds Operating Budget and FTEs, by Revenue Type

Table KE0-2 contains the approved FY 2023 budget by revenue type compared to the FY 2022 approved budget. It also provides FY 2020 and FY 2021 actual data.

Table KE0-2

(dollars in thousands)

Appropriated Fund	Dollars in Thousands						Full-Time Equivalents					
	Actual FY 2020	Actual FY 2021	Approved FY 2022	Approved FY 2023	Change from FY 2022	% Change*	Actual FY 2020	Actual FY 2021	Approved FY 2022	Approved FY 2023	Change from FY 2022	% Change
GENERAL FUND												
Local Funds	334,585	400,758	352,888	388,865	35,977	10.2	0.0	0.0	0.0	0.0	0.0	N/A
Dedicated Taxes	54,869	40,289	76,637	71,804	-4,833	-6.3	0.0	0.0	0.0	0.0	0.0	N/A
Special Purpose Revenue Funds	34,817	17,300	28,000	20,500	-7,500	-26.8	0.0	0.0	0.0	0.0	0.0	N/A
TOTAL FOR GENERAL FUND	424,271	458,346	457,525	481,169	23,644	5.2	0.0	0.0	0.0	0.0	0.0	N/A
GROSS FUNDS	424,271	458,346	457,525	481,169	23,644	5.2	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) and Special Purpose Revenue type, please refer to **Schedule 80 Agency Summary by Revenue Source** in the **FY 2023 Operating Appendices** located on the Office of the Chief Financial Officer's website.

FY 2023 Approved Operating Budget, by Comptroller Source Group

Table KE0-3 contains the approved FY 2023 budget at the Comptroller Source Group (object class) level compared to the FY 2022 approved budget. It also provides FY 2020 and FY 2021 actual expenditures.

Table KE0-3

(dollars in thousands)

Comptroller Source Group	Actual FY 2020	Actual FY 2021	Approved FY 2022	Approved FY 2023	Change from FY 2022	Percentage Change*
50 - Subsidies and Transfers	424,271	458,346	457,525	481,169	23,644	5.2
SUBTOTAL NONPERSONAL SERVICES (NPS)	424,271	458,346	457,525	481,169	23,644	5.2
GROSS FUNDS	424,271	458,346	457,525	481,169	23,644	5.2

*Percent change is based on whole dollars.

FY 2023 Approved Operating Budget and FTEs, by Division/Program and Activity

Table KE0-4 contains the approved FY 2023 budget by division/program and activity compared to the FY 2022 approved budget. It also provides FY 2020 and FY 2021 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 2020	Actual FY 2021	Approved FY 2022	Approved FY 2023	Change from FY 2022	Actual FY 2020	Actual FY 2021	Approved FY 2022	Approved FY 2023	Change from FY 2022
(DC00) DC PROJECTS ONLY										
(MSCO) Metro Safety Commission - Oversight Commission	750	1,897	1,687	1,400	-287	0.0	0.0	0.0	0.0	0.0
(REDF) Reduced Fares	600	600	1,100	0	-1,100	0.0	0.0	0.0	0.0	0.0
(SCHS) School Subsidy	21,085	80,965	22,870	20,275	-2,595	0.0	0.0	0.0	0.0	0.0
SUBTOTAL (DC00) DC PROJECTS ONLY	22,435	83,462	25,657	21,675	-3,982	0.0	0.0	0.0	0.0	0.0
(DS00) DEBT SERVICE										
(DS01) Debt Service - Series	33,293	33,293	33,273	33,284	11	0.0	0.0	0.0	0.0	0.0
SUBTOTAL (DS00) DEBT SERVICE	33,293	33,293	33,273	33,284	11	0.0	0.0	0.0	0.0	0.0
(MA00) METRO ACCESS										
(PARA) Para-Transit	31,341	34,505	39,796	0	-39,796	0.0	0.0	0.0	0.0	0.0
SUBTOTAL (MA00) METRO ACCESS	31,341	34,505	39,796	0	-39,796	0.0	0.0	0.0	0.0	0.0
(OP00) WMATA OPERATIONS										
(BUS1) Metrobus	224,685	222,389	218,495	0	-218,495	0.0	0.0	0.0	0.0	0.0
(OPSU) WMATA Operation Subsidy	0	0	0	426,210	426,210	0.0	0.0	0.0	0.0	0.0
(RAIL) Metrorail	112,516	84,696	140,303	0	-140,303	0.0	0.0	0.0	0.0	0.0
SUBTOTAL (OP00) WMATA OPERATIONS	337,201	307,086	358,798	426,210	67,412	0.0	0.0	0.0	0.0	0.0
TOTAL APPROVED OPERATING BUDGET	424,271	458,346	457,525	481,169	23,644	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 2023 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 3 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 2 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; 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.

WMATA Operations – funds the District's share of subsidizing the cost to operate WMATA's core transit services: Metrorail, Metrobus, and MetroAccess.

Program Structure Change

The proposed program structure changes are provided in the Agency Realignment appendix to the proposed budget, which is located at www.cfo.dc.gov on the Annual Operating Budget and Capital Plan page.

FY 2022 Approved Budget to FY 2023 Approved Budget, by Revenue Type

Table KE0-5 itemizes the changes by revenue type between the FY 2022 approved budget and the FY 2023 approved budget. For a more comprehensive explanation of changes, please see the FY 2023 Approved Budget Changes section, which follows the table.

Table KE0-5

(dollars in thousands)

DESCRIPTION	DIVISION/PROGRAM	BUDGET	FTE
LOCAL FUNDS: FY 2022 Approved Budget and FTE		352,888	0.0
Removal of One-Time Costs	Multiple Programs	-10,245	0.0
LOCAL FUNDS: FY 2023 Recurring Budget		342,642	0.0
Increase: To support nonpersonal service costs	Multiple Programs	43,279	0.0
Decrease: To align resources with operational spending goals	Multiple Programs	-43,279	0.0
Enhance: To support the District's share of the operating subsidy increase of 3%	WMATA Operations	38,706	0.0
Enhance: To support the District's share of the operating subsidy due to drop in Dedicated Taxes projection (one-time)	WMATA Operations	7,516	0.0
LOCAL FUNDS: FY 2023 Mayor's Proposed Budget		388,865	0.0
No Change		0	0.0
LOCAL FUNDS: FY 2023 District's Approved Budget		388,865	0.0
DEDICATED TAXES: FY 2022 Approved Budget and FTE		76,637	0.0
Decrease: To align budget with projected revenues	WMATA Operations	-4,833	0.0
DEDICATED TAXES: FY 2023 Mayor's Proposed Budget		71,804	0.0
No Change		0	0.0
DEDICATED TAXES: FY 2023 District's Approved Budget		71,804	0.0
SPECIAL PURPOSE REVENUE FUNDS: FY 2022 Approved Budget and FTE		28,000	0.0
Decrease: To align budget with projected revenues	WMATA Operations	-7,500	0.0
SPECIAL PURPOSE REVENUE FUNDS: FY 2023 Mayor's Proposed Budget		20,500	0.0
No Change		0	0.0
SPECIAL PURPOSE REVENUE FUNDS: FY 2023 District's Approved Budget		20,500	0.0
GROSS FOR KE0 - WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY		481,169	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 interagency projects funded within this agency, please see Appendix J, FY 2023 Interagency Budgets, in the Executive Summary budget volume.

FY 2023 Approved Operating Budget Changes

Table KE0-6 contains the approved FY 2023 budget by fund compared to the FY 2022 approved budget.

Table KE0-6

Appropriated Fund	FY 2022 Approved	FY 2023 Approved	% Change from FY 2022
Local Funds	\$352,887,864	\$388,864,847	10.2
Dedicated Taxes	\$76,637,000	\$71,804,000	-6.3
Special Purpose Revenue Funds	\$28,000,000	\$20,500,000	-26.8
GROSS FUNDS	\$457,524,864	\$481,168,847	5.2

Recurring Budget

The FY 2023 budget for the Washington Metropolitan Area Transit Authority (WMATA) includes a reduction of \$10,245,488 to account for the removal of one-time funding approved in FY 2022, which was comprised of \$9,745,488 to support WMATA's annual subsidy and \$500,000 to study subsidized transit trips taken by low-income residents of the District of Columbia.

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 2023, the budget for WMATA reallocates funding among appropriated funds to ensure that each program receives its local share of funding.

Increase: The budget proposal in Local funds includes an increase of \$43,278,649 to account for the consolidation of several budget lines to align the District's budget to match WMATA's process for invoicing the District for its quarterly subsidy payments.

Decrease: The proposed budget includes a decrease of \$43,278,649 in Local funds, which is the result of a reduction in DC Specific Projects and the consolidation of several budget lines to align the District's budget structure to match the way WMATA invoices the District for its quarterly subsidy payments.

The proposed budget in Dedicated Taxes decreased by \$4,833,000 to align with the District's FY 2023 projected revenue.

The Special Purpose Revenue (SPR) funds budget was decreased by \$7,500,000 in the WMATA Operations program to align the budget with the District's projected revenues.

Enhance: WMATA's budget proposal includes an adjustment of \$38,706,471, which accounts for the District's share of the jurisdictional operating subsidy, a 3.0 percent annual adjustment, plus legislative exclusions, the anticipated decline in SPR revenue collections compared to the FY 2022 approved budget, and the restoration of one-time annual subsidy funding that was included in the FY 2022 approved budget.

Additionally, a one-time increase of \$7,516,000 in Local funds will enable the District to meet its jurisdictional share of the operating subsidy after accounting for a decline in Dedicated Tax revenue 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.