
Washington Metropolitan Area Transit Authority

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Description	FY 2010 Actual	FY 2011 Approved	FY 2012 Proposed	% Change from FY 2011
Operating Budget	\$243,718,034	\$257,753,034	\$275,293,796	6.8

The mission of the Washington Metropolitan Area Transit Authority (WMATA) is to provide the public with an efficient, affordable, and safe means of travel, under the direction of the District's Department of Transportation (Progressive Transportation Services Administration), which provides funding, policy recommendations, and coordination services to the agency. This chapter shows only the District's payment to WMATA.

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 Progressive Transportation Services 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 Metro-Access Paratransit service.

The agency's FY 2012 proposed budget is presented in the following tables:

FY 2012 Proposed Gross Funds Operating Budget, by Revenue Type

Table KE0-1 contains the proposed FY 2012 agency budget compared to the FY 2011 approved budget. It also provides FY 2009 and FY 2010 actual expenditures.

Table KE0-1
(dollars in thousands)

Appropriated Fund	Actual FY 2009	Actual FY 2010	Approved FY 2011	Proposed FY 2012	Change from FY 2011	Percent Change*
General Fund						
Local Funds	230,499	231,668	245,703	134,817	-110,886	-45.1
Dedicated Taxes	0	0	0	58,642	58,642	N/A
Special Purpose Revenue Funds	0	12,000	12,000	24,629	12,629	105.2
Total for General Fund	230,499	243,668	257,703	218,088	-39,615	-15.4
Intra-District Funds						
Intra-District Funds	0	50	50	57,206	57,156	114,312.0
Total for Intra-District Funds	0	50	50	57,206	57,156	114,312.0
Gross Funds	230,499	243,718	257,753	275,294	17,541	6.8

*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 2012 Operating Appendices located on the Office of the Chief Financial Officer's website.

FY 2012 Proposed Operating Budget, by Comptroller Source Group

Table KE0-2 contains the proposed FY 2012 budget at the Comptroller Source Group (object class) level compared to the FY 2011 approved budget. It also provides FY 2009 and FY 2010 actual expenditures.

Table KE0-2
(dollars in thousands)

Comptroller Source Group	Actual FY 2009	Actual FY 2010	Approved FY 2011	Proposed FY 2012	Change from FY 2011	Percent Change*
50 - Subsidies and Transfers	230,499	243,718	257,753	275,294	17,541	6.8
Subtotal Nonpersonal Services (NPS)	230,499	243,718	257,753	275,294	17,541	6.8
Gross Funds	230,499	243,718	257,753	275,294	17,541	6.8

*Percent change is based on whole dollars.

Program Description

The Washington Metropolitan Area Transit Authority operates through the following 3 programs:

WMATA Operations - manages the Metrorail and Metrobus operations.

The program contains the following 2 activities:

- **Metrorail Operations** - WMATA manages 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 106 miles of track in the metropolitan area with 86 stations; and
- **Metrobus Operations** - WMATA 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 DC residents.

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.

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. The payment remains unchanged from FY 2011.

Program Structure Change

The proposed 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 2012 Proposed Operating Budget and FTEs, by Program and Activity

Table KE0-3 contains the proposed FY 2012 budget by program and activity compared to the FY 2011 approved budget. It also provides the FY 2010 actual data.

Table KE0-3

(dollars in thousands)

Program/Activity	Dollars in Thousands				Full-Time Equivalents			
	Actual FY 2010	Approved FY 2011	Proposed FY 2012	Change from FY 2011	Actual FY 2010	Approved FY 2011	Proposed FY 2012	Change from FY 2011
(1000) Washington Metropolitan Area Transit Authority								
(1100) Washington Metropolitan Area Transit Authority	243,718	257,753	0	-257,753	0.0	0.0	0.0	0.0
Subtotal (1000) WMATA	243,718	257,753	0	-257,753	0.0	0.0	0.0	0.0
(DS00) Debt Service								
(DS01) Debt Service - Series	0	0	21,002	21,002	0.0	0.0	0.0	0.0
Subtotal (DS00) Debt Service	0	0	21,002	21,002	0.0	0.0	0.0	0.0
(MA00) Metro Access								
(PARA) Para-Transit	0	0	21,114	21,114	0.0	0.0	0.0	0.0
Subtotal (MA00) Metro Access	0	0	21,114	21,114	0.0	0.0	0.0	0.0
(OP00) WMATA Operations								
(BUS1) Metrobus	0	0	194,942	194,942	0.0	0.0	0.0	0.0
(RAIL) Metrorail	0	0	38,236	38,236	0.0	0.0	0.0	0.0
Subtotal (OP00) WMATA Operations	0	0	233,178	233,178	0.0	0.0	0.0	0.0
Total Proposed Operating Budget	243,718	257,753	275,294	17,541	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 2012 Operating Appendices** located on the Office of the Chief Financial Officer's website.

FY 2012 Proposed Budget Changes

Intra-Agency Adjustment: In past fiscal years, the components of WMATA's budget were reported as one program. To enhance transparency and increase accountability, WMATA has rearranged its initial budget of \$245,703,034 within four program areas: District Projects Only, \$20,024,000; Metro Access, \$20,884,000; Debt Service, \$11,522,000; and WMATA Operations, \$193,273,034. Also, shifts of \$71,270,910 are made, of which \$25,403,349, \$18,239,000, and \$15,000,000 are to Dedicated Taxes, and \$12,628,561 to Special Purpose Revenue. An increase of \$1,469,232 is made to reflect a 4.7 percent increase in operating cost of District-specific projects.

Transfer Out: In FY 2011, the operations of DDOT and WMATA were reviewed to ensure the functions within the two agencies were not duplicative or overlapping. This review resulted in a shift of the District-specific transportation funding to DDOT, while regional transportation funding remained within WMATA. This change has created budget authority within DDOT of \$32,729,489 for non-regional Metro bus service and \$11,718,500 for District-specific projects, which will be transferred back to WMATA through an intra-District.

Cost Increase: Local funds of \$5,650,000 and Intra-District transfer from DDOT funds of \$6,700,000 have been provided to support the operating cost of Metrobus. In the past, \$12,000,000 of the Unified fund's parking meter revenues were budgeted in WMATA. In FY 2012, the budget authority has been increased by \$12,628,561, related to the shift

described earlier. In addition, \$6,058,000 for the school transit subsidy will be transferred from DDOT as an Intra-District transaction.

Cost Decrease: A reduction of \$2,286,540 was made to subsidies and transfers in Local funds.

FY 2011 Approved Budget to FY 2012 Proposed Budget, by Revenue Type

Table KE0-4 itemizes the changes by revenue type between the FY 2011 approved budget and the FY 2012 proposed budget.

Table KE0-4

(dollars in thousands)

	PROGRAM	BUDGET	FTE
LOCAL FUNDS: FY 2011 Approved Budget and FTE		245,703	0.0
Shift: Shift subsidies and transfers to new programs for more transparency	Washington Metropolitan Area Transit Authority	-245,703	0.0
Create: Create new program to reflect subsidies and transfers for a specific project	District Projects Only	20,024	0.0
Create: Create new program to reflect subsidies and transfers for a specific project	Debt Service	11,522	0.0
Cost Decrease: Decrease in subsidies and transfers	Multiple Programs	-73,557	0.0
Create: Create new program to reflect subsidies and transfers for a specific project	Metro Access	20,884	0.0
Create: Create new program to reflect subsidies and transfers for a specific project	WMATA Operations	193,273	0.0
Cost Increase: Increase in operating expenses by 4.7 percent	Multiple Programs	1,469	0.0
FY 2012 Initial Adjusted Budget		173,615	0.0
Transfer Out: Transfer non-regional cost to the Department of Transportation	Multiple Programs	-32,729	0.0
Cost Increase: Increase in subsidies and transfers	WMATA Operations	5,650	0.0
Transfer Out: Transfer District-specific projects cost to the Department of Transportation	Multiple Programs	-11,718	0.0
LOCAL FUNDS: FY 2012 Proposed Budget and FTE		134,817	0.0
DEDICATED TAXES: FY 2011 Approved Budget and FTE		0	0.0
Cost Increase: Increase in revenue by increasing rate from 12 percent to 18 percent	Multiple Programs	18,239	0.0
Cost Increase: Subsidies and transfers	Multiple Programs	25,403	0.0
Transfer In: Shift from the Department of Transportation due to reorganization of the Unified Fund	Multiple Programs	15,000	0.0
DEDICATED TAXES: FY 2012 Proposed Budget and FTE		58,642	0.0

(Continued on next page)

Table KE0-4 (Continued)
(dollars in thousands)

	PROGRAM	BUDGET	FTE
SPECIAL PURPOSE REVENUE FUNDS: FY 2011 Approved Budget and FTE		12,000	0.0
Cost Increase: Increase in Parking meter revenue due to reorganization of the Unified Fund	Multiple Programs	12,629	0.0
FY 2012 Initial Adjusted Budget		0	0.0
SPECIAL PURPOSE REVENUE FUNDS: FY 2012 Proposed Budget and FTE		24,629	0.0
INTRA-DISTRICT FUNDS: FY 2011 Approved Budget and FTE		50	0.0
Cost Decrease: Intra-District reduced	Multiple Programs	-50	0.0
FY 2012 Initial Adjusted Budget		0	0.0
Cost Increase: Subsidies and transfers School Subsidy program	Multiple Programs	6,058	0.0
Adjust: Increase in subsidies and transfers	WMATA Operations	6,700	0.0
Cost Increase: Subsidies and transfers non-regional costs	Multiple Programs	32,729	0.0
Cost Increase: Subsidies and transfers, District-specific projects	Multiple Programs	11,718	0.0
INTRA-DISTRICT FUNDS: FY 2012 Proposed Budget and FTE		57,206	0.0
Gross for KE0 - Washington Metropolitan Area Transit Authority		275,294	0.0

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