
Washington Metropolitan Area Transit Authority

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Description	FY 2012 Actual	FY 2013 Approved	FY 2014 Proposed	% Change from FY 2013
Operating Budget	\$278,545,119	\$286,936,920	\$300,500,000	4.7

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 of services to the agency.

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 2014 proposed budget is presented in the following tables:

FY 2014 Proposed Gross Funds Operating Budget, by Revenue Type

Table KE0-1 contains the proposed FY 2014 agency budget compared to the FY 2013 approved budget. It also provides FY 2011 and FY 2012 actual expenditures.

Table KE0-1
(dollars in thousands)

Appropriated Fund	Actual FY 2011	Actual FY 2012	Approved FY 2013	Proposed FY 2014	Change from FY 2013	Percent Change*
General Fund						
Local Funds	245,703	138,068	199,156	200,222	1,066	0.5
Dedicated Taxes	0	52,186	57,202	59,119	1,917	3.4
Special Purpose Revenue Funds	12,000	31,085	30,579	41,159	10,580	34.6
Total for General Fund	257,703	221,339	286,937	300,500	13,563	4.7
Intra-District Funds						
Intra-District Funds	0	57,206	0	0	0	N/A
Total for Intra-District Funds	0	57,206	0	0	0	N/A
Gross Funds	257,703	278,545	286,937	300,500	13,563	4.7

*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 2014 Operating Appendices located on the Office of the Chief Financial Officer's website.

FY 2014 Proposed Operating Budget, by Comptroller Source Group

Table KE0-2 contains the proposed FY 2014 budget at the Comptroller Source Group (object class) level compared to the FY 2013 approved budget. It also provides FY 2011 and FY 2012 actual expenditures.

Table KE0-2
(dollars in thousands)

Comptroller Source Group	Actual FY 2011	Actual FY 2012	Approved FY 2013	Proposed FY 2014	Change from FY 2013	Percent Change*
50 - Subsidies and Transfers	257,703	278,545	286,937	300,500	13,563	4.7
Subtotal Nonpersonal Services (NPS)	257,703	278,545	286,937	300,500	13,563	4.7
Gross Funds	257,703	278,545	286,937	300,500	13,563	4.7

*Percent change is based on whole dollars.

Program Description

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

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

The program contains the following 2 activities:

- **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 106 miles of track in the metropolitan area with 86 stations; and
- **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.

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.

DC Specific (Reimbursable to WMATA) Projects – DC-Specific 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 D.C. Circulator bus system's management;
- A special fare buy-down on bus-to-rail and rail-to-bus transfers in Southeast Washington; and
- Services associated with 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.

Program Structure Change

The Washington Metropolitan Area Transit Authority has no program structure changes in the FY 2014 proposed budget.

FY 2014 Proposed Operating Budget and FTEs, by Program and Activity

Table KE0-3 contains the proposed FY 2014 budget by program and activity compared to the FY 2013 approved budget. It also provides the FY 2012 actual data.

Table KE0-3

(dollars in thousands)

Program/Activity	Dollars in Thousands				Full-Time Equivalents			
	Actual FY 2012	Approved FY 2013	Proposed FY 2014	Change from FY 2013	Actual FY 2012	Approved FY 2013	Proposed FY 2014	Change from FY 2013
(DC00) DC Projects Only								
(CIRC) Circulator	0	14,500	18,077	3,577	0.0	0.0	0.0	0.0
(REDF) Reduced Fares	0	970	979	9	0.0	0.0	0.0	0.0
(SCHS) School Subsidy	0	5,585	5,585	0	0.0	0.0	0.0	0.0
Subtotal (DC00) DC Projects Only	0	21,055	24,641	3,586	0.0	0.0	0.0	0.0
(DS00) Debt Service								
(DS01) Debt Service - Series	21,002	16,761	16,765	3	0.0	0.0	0.0	0.0
Subtotal (DS00) Debt Service	21,002	16,761	16,765	3	0.0	0.0	0.0	0.0
(MA00) Metro Access								
(PARA) Para-Transit	27,570	28,099	27,592	-507	0.0	0.0	0.0	0.0
Subtotal (MA00) Metro Access	27,570	28,099	27,592	-507	0.0	0.0	0.0	0.0
(OP00) WMATA Operations								
(BUS1) Metrobus	198,193	168,882	183,790	14,908	0.0	0.0	0.0	0.0
(RAIL) Metrorail	31,779	52,140	47,712	-4,427	0.0	0.0	0.0	0.0
Subtotal (OP00) WMATA Operations	229,973	221,022	231,503	10,481	0.0	0.0	0.0	0.0
Total Proposed Operating Budget	278,545	286,937	300,500	13,563	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 2014 Operating Appendices located on the Office of the Chief Financial Officer's website.

FY 2014 Proposed Budget Changes

The Washington Metropolitan Area Transit Authority's (WMATA) proposed FY 2014 gross budget is \$300,500,000, which represents a 4.7 percent increase over its FY 2013 approved gross budget of \$286,936,920. The budget is comprised of \$200,222,497 in Local funds, \$59,119,000 in Dedicated Taxes and \$41,158,503 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 2013 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 initial adjustments in the budget proposal represent changes that should be compared to the FY 2014 CSFL budget and not necessarily changes made to the FY 2013 Local funds budget. The FY 2014 CSFL adjustments to the FY 2013 Local funds budget are described in table 4 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 2014 CSFL budget is \$201,008,373, which represents a \$1,852,153, or 0.9 percent, increase over the FY 2013 approved Local funds budget of \$199,156,220.

Major CSFL Cost Drivers

The FY 2014 CSFL calculated for WMATA included an adjustment entry that is not described in detail on table 4. This adjustment was made for an increase of \$1,852,153 in nonpersonal services to account for anticipated increase in the District of Columbia share of Metro's FY 2014 operating costs.

Agency Budget Submission

Decrease: Private operators of parking lots and garages in the District of Columbia pay taxes on revenues generated from providing parking services, and these revenues are dedicated to the WMATA subsidy. The FY 2014 projected Dedicated Taxes expenditures were reduced by \$5,016,243 to align the budget with expected revenue.

Mayor's Proposed Budget

Enhance: The District of Columbia provides approximately 27 percent of the annual subsidy to the Washington Metropolitan Area Transit Authority. WMATA anticipates increases in its annual operating costs in FY 2014 due to the new Silver Line to Tysons Corner and pension costs. In Dedicated Taxes funds, Subsidy and Transfers are increased by \$6,933,243 to support WMATA's operating cost and align with updated revenue estimates.

Decrease: \$785,876 savings from Local funds Subsidies and Transfers due to increase in Dedicated Tax revenue.

Transfer In: In Special Purpose Revenue, DDOT transferred \$3,576,583 of Circulator Bus revenue and \$7,003,220 of parking meter revenue to WMATA to support the increase in the annual subsidy payment.

FY 2013 Approved Budget to FY 2014 Proposed Budget, by Revenue Type

Table KE0-4 itemizes the changes by revenue type between the FY 2013 approved budget and the FY 2014 proposed budget.

Table KE0-4

(dollars in thousands)

	PROGRAM	BUDGET	FTE
LOCAL FUNDS: FY 2013 Approved Budget and FTE		199,156	0.0
Other CSFL Adjustments	Multiple Programs	1,852	0.0
LOCAL FUNDS: FY 2014 Current Services Funding Level Budget (CSFL)		201,008	0.0
No Changes		0	0.0
LOCAL FUNDS: FY 2014 Agency Budget Submission		201,008	0.0
Decrease: Subsidies and Transfers due to increase in Dedicated Taxes and Special Purpose Revenue	WMATA Operations	-786	0.0
LOCAL FUNDS: FY 2014 Mayor's Proposed Budget		200,222	0.0
DEDICATED TAXES: FY 2013 Approved Budget and FTE		57,202	0.0
Decrease: Subsidies and Transfers were reduced to align budget with anticipated revenue	WMATA Operations	-5,016	0.0
DEDICATED TAXES: FY 2014 Agency Budget Submission		52,186	0.0
Enhance: Subsidies and Transfers to support increase in WMATA Subsidy	WMATA Operations	6,933	0.0
DEDICATED TAXES: FY 2014 Mayor's Proposed Budget		59,119	0.0
SPECIAL PURPOSE REVENUE FUNDS: FY 2013 Approved Budget and FTE		30,579	0.0
No Changes		0	0.0
SPECIAL PURPOSE REVENUE FUNDS: FY 2014 Agency Budget Submission		30,579	0.0
Transfer In: Subsidies and Transfers from DDOT to support increase in WMATA Subsidy	WMATA Operations	10,580	0.0
SPECIAL PURPOSE REVENUE FUNDS: FY 2014 Mayor's Proposed Budget		41,159	0.0
Gross for KE0 - Washington Metropolitan Area Transit Authority		300,500	0.0

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