

J00A0104
Washington Metropolitan Area Transit Authority
Maryland Department of Transportation

Operating Budget Data

(\$ in Thousands)

	<u>FY 11</u> <u>Actual</u>	<u>FY 12</u> <u>Working</u>	<u>FY 13</u> <u>Allowance</u>	<u>FY 12-13</u> <u>Change</u>	<u>% Change</u> <u>Prior Year</u>
Special Fund	\$228,594	\$256,742	\$262,688	\$5,946	2.3%
Adjusted Special Fund	\$228,594	\$256,742	\$262,688	\$5,946	2.3%
Adjusted Grand Total	\$228,594	\$256,742	\$262,688	\$5,946	2.3%

- The fiscal 2013 allowance increases \$5.9 million, or 2.3%, compared to the fiscal 2012 working appropriation. This increase represents the State's share of the operating subsidy to the Washington Metropolitan Area Transit Authority (WMATA).
- Based upon WMATA's proposed fiscal 2013 budget, the State's share of the operating subsidy is \$265.7 million or \$3.0 million more than the fiscal 2013 allowance. If the State's share of WMATA's budget is greater than the fiscal 2013 allowance, then the Maryland Department of Transportation (MDOT) will have to process a budget amendment to fulfill its obligations to WMATA.
- WMATA's proposed budget includes a fare increase as well as increased local subsidy payments to pay for increases in the operating budget which total \$114.9 million. The major cost driver in the proposed budget is personnel related expenditures, specifically the addition of 1,013 positions and a \$36.8 million increase in pension expenditures due to past liabilities.

Note: Numbers may not sum to total due to rounding.

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PAYGO Capital Budget Data

(**\$ in Thousands**)

	Fiscal 2011	Fiscal 2012		Fiscal 2013
	<u>Actual</u>	<u>Legislative</u>	<u>Working</u>	<u>Allowance</u>
Special	\$112,257	\$146,616	\$129,956	\$145,956
Total	\$112,257	\$146,616	\$129,956	\$145,956

- The fiscal 2012 working appropriation decreases \$16.7 million due to WMATA's estimated actual level of spending.
- The fiscal 2013 working appropriation increases \$16.0 million to reflect additional spending in fiscal 2013 from spending that did not occur in fiscal 2012.

Analysis in Brief

Major Trends

Ridership Expected to Decline Due to Proposed Fare Increase and Economy: Overall ridership increased in fiscal 2011 largely due to increases in Metrobus ridership. Metrorail ridership growth was flat in fiscal 2011 but is expected to increase in fiscal 2012. In fiscal 2013, ridership is expected to decline due to economic factors and the proposed fare increase. **The Department of Legislative Services (DLS) recommends that WMATA discuss why Metrorail growth was flat in fiscal 2011 and is expected to grow so much in fiscal 2012. WMATA should also discuss why Metrobus ridership is expected to decline in fiscal 2012 even without a fare increase. Finally, WMATA should discuss more fully the impact on ridership from the proposed fare increase and why the economic factors are so adversely impacting ridership in fiscal 2013.**

Efficiency Measures: Metrorail revenue vehicle miles increase dramatically in fiscal 2012, which results in improvements for measures relating to service for Metrorail. Absent that change, expenditure growth is outpacing growth in all services and ridership, thus the efficiency measures will worsen in fiscal 2013. **DLS recommends that WMATA discuss why passengers per revenue mile are increasing so dramatically in fiscal 2012 for Metrorail. DLS recommends that WMATA discuss why revenue vehicle miles for Metrobus are declining in fiscal 2013.**

Farebox Recovery Rates Stable: The farebox recovery rate is expected to be relatively stable in fiscal 2012 and 2013.

Issues

Proposed WMATA Fare Increase: To help close a budget gap and to conform to WMATA Board of Director's policy, WMATA is proposing a fare increase in its fiscal 2013 proposed budget. In its budget documents, WMATA indicates that it is proposing other changes to the fare structure as well in order to simplify fares and encourage the use of SmarTrip. **DLS recommends that WMATA discuss its proposed fare changes with the budget committees, in particular, why the changes to Metrorail fares yield more revenue than the Metrobus changes. In addition, MDOT should discuss its view of the proposed fare changes and its impact on Maryland users.**

WMATA Governance Report: To address WMATA's governance challenges, a governance work group was created by the Mayor of the District of Columbia, and the Governors of Maryland and Virginia. In December 2011, the work group released a series of recommendations that would require local legislation and a memorandum of understanding. **DLS recommends that MDOT and WMATA discuss in further detail the governance recommendations made and the long-term goal of the recommendations. WMATA should discuss its view of the recommendations in the governance report and what efforts will be taken to implement the recommendations.**

Operating Budget Recommended Actions

1. Concur with Governor's allowance.

PAYGO Budget Recommended Actions

1. Concur with Governor's allowance.

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Budget Analysis

Program Description

The Washington Metropolitan Area Transit Authority (WMATA) operates the second largest rail transit system and the fifth largest bus network in the United States. WMATA was created in 1967 by an interstate compact in which Maryland; Washington, DC; and Virginia participate. Subsequently, two federal representatives were added to the Board of Directors (board). Each signatory jurisdiction provides two directors to WMATA's eight-member board. Construction of WMATA's 103-mile Metrorail system began in 1969 and was completed in 2001; the system now serves 26 stations in Maryland.

Maryland provides an annual operating grant to the Washington Suburban Transit Commission (WSTC) through the Maryland Department of Transportation's (MDOT) Secretary's Office budget. WSTC provides funding to WMATA for the operation of the Metrorail, Metrobus, and MetroAccess programs. These operating grants are based on numerous factors, including miles of service, number of stations, number of passengers, and population density in each jurisdiction, and are offset by the fare revenues generated by each service.

WMATA's mission is to ensure the best in safe, reliable, cost-effective, and responsive transit services by promoting regional mobility and by contributing toward the social, economic, and environmental well-being of our community.

Performance Analysis: Managing for Results

Exhibit 1 details ridership for the WMATA system. Ridership increased in fiscal 2011 largely due to increases in Metrobus. It was expected that ridership would have increased more because there were not multiple winter events that reduced service in the prior year. Metrorail ridership decreased in fiscal 2011 but is expected to increase in fiscal 2012. Conversely, Metrobus ridership is expected to decline in fiscal 2012.

Overall, ridership is expected to decline in fiscal 2013 due to the increase in fares and economic projections. WMATA indicates that the two strongest indicators for forecasting WMATA ridership are population and job expectations in the District of Columbia. When looking at the economic factors, ridership growth is projected to decline across all three modes of services. In fact, ridership declines are greater from economic impacts for Metrobus and MetroAccess than the proposed fare increase. The projected impact on ridership from the fare increase is a decline of roughly 1.1 to 1.3% depending on the type of service. **The Department of Legislative Services (DLS) recommends that WMATA discuss why Metrorail growth was flat in fiscal 2011 and is expected to grow so much in fiscal 2012. WMATA should also discuss why Metrobus ridership**

Exhibit 1
WMATA Annual Ridership
Fiscal 2009-2013
(Numbers in Millions)

	<u>2009</u>	<u>2010</u>	<u>2011</u> <u>Estimated</u>	<u>2011</u> <u>Actual</u>	<u>2012</u> <u>Estimated</u>	<u>2013</u> <u>Estimated</u>
Metro rail	222.858	217.219	219.008	217.053	220.734	212.907
Metro bus	133.774	123.670	127.591	125.089	124.131	123.469
Metro Access	2.108	2.382	2.725	2.336	2.460	2.176

WMATA: Washington Metropolitan Area Transit Authority

Source: Washington Metropolitan Area Transit Authority

is expected to decline in fiscal 2012 even without a fare increase. Finally, WMATA should discuss more fully the impact on ridership from the proposed fare increase and why the economic factors are so adversely impacting ridership in fiscal 2013.

Another measure of performance is to look at the relationship between the service provided and used, as measured by revenue miles and passenger trips, relative to expenditures. **Exhibit 2** provides a summary of these measures for Metro rail and Metro bus. Following are some of the highlights.

Exhibit 2
Efficiency Measures of WMATA
Fiscal 2010-2013

	<u>2010</u>	<u>2011</u>	<u>Estimated</u> <u>2012</u>	<u>Estimated</u> <u>2013</u>
Metro rail				
Revenue Miles (in Millions)	66.7	67.2	81.7	83.5
Passengers Per Revenue Mile	3.3	3.2	2.7	2.6
Operating Cost Per Revenue Mile	\$11.84	\$12.11	\$9.95	\$10.74
Operating Cost Per Passenger Trip	\$3.64	\$3.75	\$3.68	\$4.21
Metro bus				
Revenue Miles (in Millions)	37.6	38.4	39.6	37.3
Passengers Per Revenue Mile	3.3	3.3	3.1	3.3
Operating Cost Per Revenue Mile	\$12.99	\$13.03	\$13.51	\$15.15
Operating Cost Per Passenger Trip	\$3.96	\$4.00	\$4.31	\$4.58

WMATA: Washington Metropolitan Area Transit Authority

Source: Washington Metropolitan Area Transit Authority

Metrorail

- Revenue vehicle miles – measured as miles traveled when a railcar is in service collecting fares – increased in fiscal 2011 and are expected to increase dramatically in fiscal 2012 and 2013. **DLS recommends that WMATA discuss why revenue miles are increasing so dramatically in fiscal 2012.**
- Due to the increased level of service growing faster than ridership, passengers per revenue vehicle mile are estimated to decline in fiscal 2012. In fiscal 2013 revenue vehicle miles increase slightly even though ridership is expected to be less due to the proposed fare increase.
- Operating cost per revenue mile and passenger trip compares expenditures to total revenue miles and passenger trips to measure the cost of providing service. The fiscal 2011 operating cost per revenue mile increases due to growth in expenditures outpacing service growth.
- In fiscal 2012, operating cost measures are declining partially due to increased service and ridership. In fiscal 2013, expenditures outpace passenger and service growth.

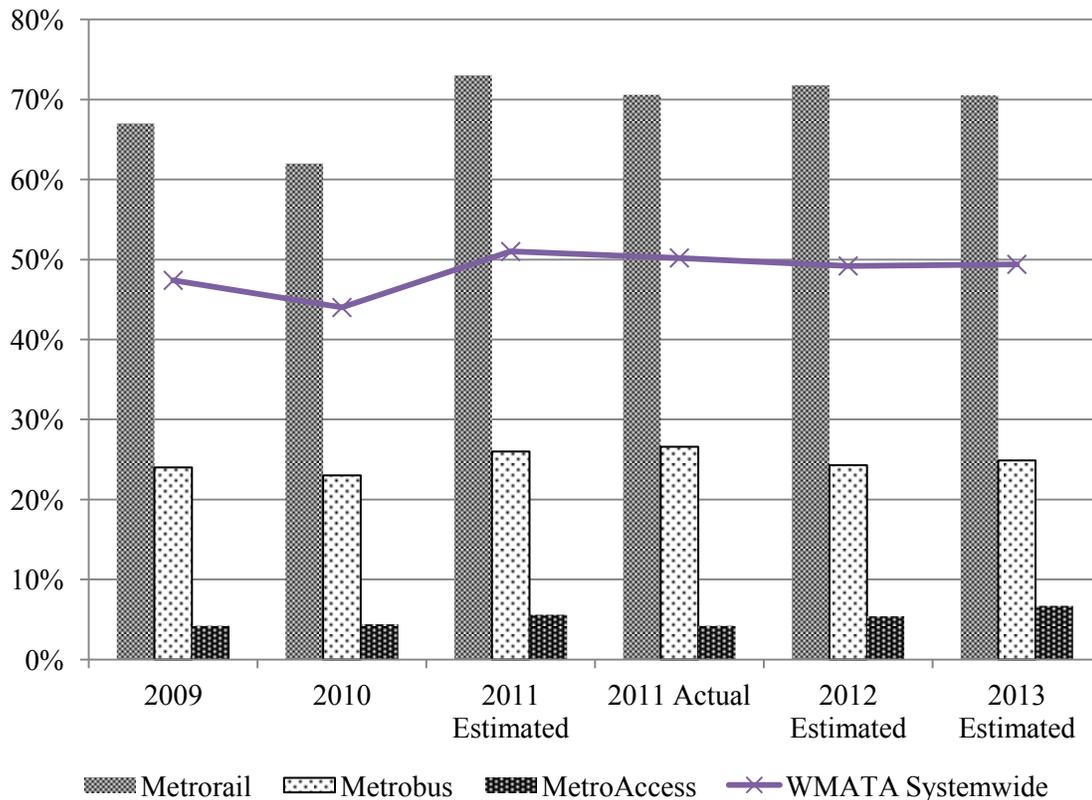
Metrobus

- Revenue vehicle miles for Metrobus increased in fiscal 2011 and are expected to increase in fiscal 2012 before declining in fiscal 2013. **DLS recommends that WMATA discuss why revenue vehicle miles for Metrobus are declining in fiscal 2013.**
- Operating cost per revenue mile and passenger trip are expected to increase from fiscal 2011 to 2013 as operating budget growth increases faster than ridership or service growth. Of note is that the operating cost per revenue vehicle mile is increasing dramatically due to the decrease in service and increased costs.

Farebox Recovery Rates

Exhibit 3 provides information on WMATA's farebox recovery ratio from fiscal 2009 to 2013. As shown, systemwide farebox recovery increased in fiscal 2011 due to the increase in Metrorail's farebox recovery, which exceeded 70%. Metrobus farebox recovery is below 30% in every fiscal year. The Metrobus farebox recovery did increase in fiscal 2011 due to revenue growth exceeding expenditure growth. In fiscal 2012 and 2013, the farebox recovery rate is expected to be flat as revenue growth will largely be equal to expenditure growth.

**Exhibit 3
WMATA Farebox Recovery Rates
Fiscal 2009-2013**



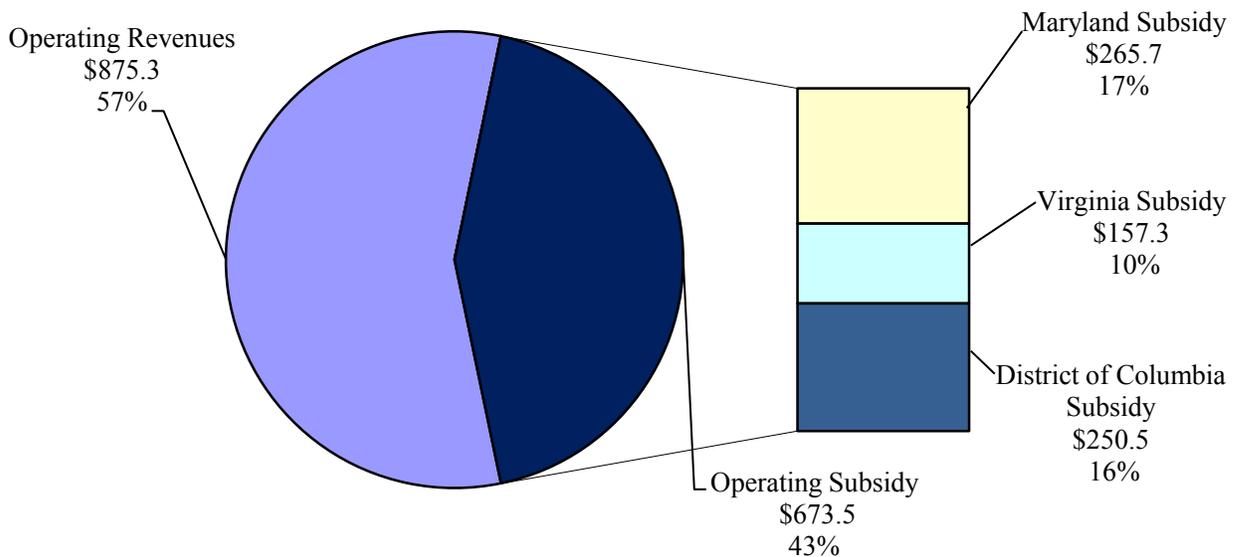
WMATA: Washington Metropolitan Area Transit Authority

Source: Washington Metropolitan Area Transit Authority

Proposed Budget

WMATA’s fiscal 2013 budget totals \$1,579.5 million, an increase of \$114.9 million, or 7.2%, compared to the fiscal 2012 approved budget. **Exhibit 4** shows 57.0% of the budget will be supported by operating revenues. Passenger revenue, in particular Metrorail, accounts for 88.0% of all operating revenues. Compared to fiscal 2012, fiscal 2013 operating revenues increase 7.8%. This increase is due to a proposed fare increase which is discussed later as an issue.

Exhibit 4
WMATA Proposed Fiscal 2013 Revenues
(\$ in Millions)



WMATA: Washington Metropolitan Area Transit Authority

Note: Excludes debt service and \$30.7 million in capital preventive maintenance used in the operating budget to reduce the local subsidy.

Source: Washington Metropolitan Area Transit Authority

The local subsidy fills the gap between operating revenues and expenditures. In fiscal 2013, the local subsidy supports 43.0% of spending. The local subsidy is projected to increase \$51.5 million, or 8.3%, compared to the fiscal 2012 approved budget as shown in **Exhibit 5**. The increase in the local subsidy is because of expenditure growth and the proposed fare increase not fully covering the increase in expenditures. Maryland's share of the operating subsidy is projected to be \$265.7 million, which is \$9.0 million more than the fiscal 2012 working appropriation.

Exhibit 5
WMATA Operating Budget Resources
Maryland Operating Subsidy
Fiscal 2010-2013
(\$ in Millions)

	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>\$ Change</u> <u>12-13</u>	<u>% Change</u> <u>12-13</u>
Revenue	\$753.0	\$806.6	\$811.9	\$875.3	\$63.4	7.8%
Local Subsidy	582.6	550.3	622.0	673.5	51.5	8.3%
Preventive Maintenance/Other	41.8	60.7	30.7	30.7	0.0	0.0%
Total	\$1,377.4	\$1,417.6	\$1,464.6	\$1,579.5	\$114.9	7.8%
Maryland Share of Operating Subsidy	\$215.7	\$228.6	\$256.7	\$262.7	\$5.9	2.3%
WMATA Projection				\$265.7	\$9.0	3.5%
Difference				-3.0		

WMATA: Washington Metropolitan Area Transit Authority

Note: Excludes preventive maintenance funding.

Source: Department of Legislative Services

Exhibit 5 also shows that Maryland’s subsidy is growing slower than the overall local subsidy due, in part, to costs for the Silver Line extension not being counted toward Maryland’s share of spending since it serves Virginia. If the approved fiscal 2013 WMATA budget reduces the amount of the fare increase, the Maryland subsidy could increase unless there are also expenditure reductions. Conversely, if the proposed fare increase remains in place and expenditures are reduced, Maryland’s share of the local subsidy would decrease. The proposed budget’s subsidy requirement for Maryland is \$3.0 million more than the fiscal 2013 allowance. As has been the practice in the past, the department will submit a budget amendment to align the fiscal 2013 appropriation to the amount needed.

Expenditures

The fiscal 2013 proposed budget increases \$114.9 million, or 7.8%, compared to the fiscal 2012 approved budget. The largest category of spending in the operating budget is personnel expenditures which account for 71.0% of the total operating budget. Of the \$114.9 million increase in the fiscal 2013 operating budget, \$105.9 million is for personnel related expenditures. In its budget

detail, WMATA indicates that it is adding 1,013 positions with 849 in the transit infrastructure and engineering services. Most of the additional positions are for Metrorail rehabilitation work; however, 363 positions are due to Phase 1 of the Silver Line becoming operational. The other major increase is \$36.8 million in pension costs. **DLS recommends that WMATA discuss why the number of positions is increasing so much in fiscal 2013. DLS also recommends that WMATA discuss why the pension payment is increasing so much in fiscal 2013. Finally, DLS recommends that MDOT discuss its view of WMATA’s proposed budget and the need for the proposed increase.**

PAYGO Capital Program

Program Description

MDOT’s Office of the Secretary provides a grant to support WMATA’s capital program, including the design, construction, and rehabilitation of the Metrorail and Metrobus systems. The State also pays 100% of Maryland’s share of Metrorail construction, maintenance, debt service, and paratransit retrofit costs.

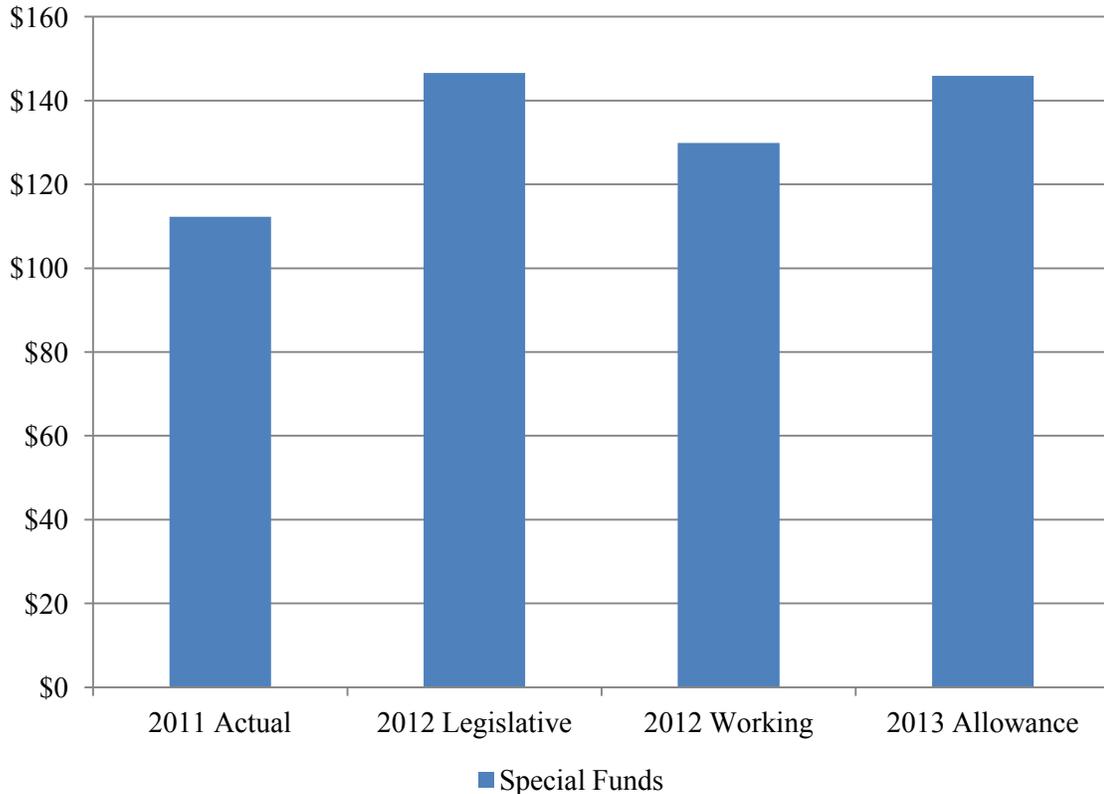
Fiscal 2012 to 2017 Consolidated Transportation Program

MDOT’s contribution to WMATA’s capital program totals \$891.7 million over the six-year program. Most of that funding is used on infrastructure rehabilitation and replacement to maintain the system in a state of good repair.

Fiscal 2012 and 2013 Cash Flow Analysis

As shown in **Exhibit 6**, the fiscal 2012 working appropriation decreases \$16.7 million compared to the legislative appropriation. This decrease is due to WMATA updating its projected cash flow needs of spending. The fiscal 2013 allowance increases \$16.0 million due to the level of spending that was reduced in fiscal 2012 being added to fiscal 2013.

Exhibit 6
Cash Flow Changes
Fiscal 2011-2013
(\$ in Millions)



Source: Maryland Department of Transportation, 2012-2017 *Consolidated Transportation Program*

WMATA's capital budget divides spending into nine different categories, as shown in **Exhibit 7**. Vehicles and vehicle parts comprise the largest share of capital spending at 41% with almost no funding for expansion. The next largest share of spending is for rail line segment rehabilitation, in part, to address safety recommendations made after the Red Line accident. Other capital spending is for maintenance facilities, systems and technology, track and structures, elevator and escalator improvements, and maintenance equipment among others.

Exhibit 7
WMATA Capital Spending by Category
Fiscal 2013-2018
(\$ in Millions)

	<u>Six-year Total</u>	<u>% of Total</u>
Vehicles/Vehicle Parts	\$2,100.1	41.1%
Rail System Infrastructure Rehabilitation	780.6	15.3%
Maintenance Facilities	496.7	9.7%
Systems and Technology	469.7	9.2%
Track and Structures	354.8	6.9%
Passenger Facilities	453.8	8.9%
Maintenance Equipment	388.0	7.6%
Other Facilities	50.3	1.0%
Project Management and Support	18.0	0.3%
Total	\$5,112.0	100%

WMATA: Washington Metropolitan Area Transit Authority

Source: Washington Metropolitan Area Transit Authority

In fiscal 2013, capital spending is expected to total \$904.1 million. WMATA indicates that this funding will do the following:

- replace 49 Metrobuses and rehabilitate 100 more buses;
- replace 200 MetroAccess vehicles;
- replace 200 service vehicles;
- retrofit 2,700 feet (ft.) of track floating slabs;
- replace 1,500 roadway signs;
- rehabilitate 7,500 linear ft. of track pads/shock absorbers;

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- purchase and install 32 turnouts, rehabilitate 12.5 miles of running rail, 21,260 direct fixation fasteners, and 13,000 cross ties, and rehabilitate five miles of third rail;
- complete Eastern Market Station ceilings, dome, and kiosk;
- replace three escalators and rehabilitate 20 more escalators;
- mitigate approximately 2,150 leaks throughout the various Metro stations;
- upgrade the Data Center to NEXUS, requiring 80-100 router and switch upgrades to the Jackson Graham Building and the Carmen Turner Facility; and,
- fully rehabilitate 12 Metro stations and mini-rehabilitate another 12 Metro stations.

Federal Funding

WMATA does receive federal funding for its capital program. This funding is provided through the same formulas that Maryland receives transit aid. WMATA does receive additional federal general funds for its capital program totaling \$150 million which is matched by the local jurisdictions. In the President's fiscal 2013 budget, the \$150 million was reduced by \$15 million. The local jurisdictions have indicated that they would continue to fully fund the \$150 million match no matter what the federal government does. **DLS recommends that WMATA discuss the impact of the proposed \$15 million reduction.**

Issues

1. Proposed WMATA Fare Increase

To help close a budget gap and to conform to board policy, WMATA is proposing a fare increase. In December 2007, the board passed a policy of biennial fare increases beginning in fiscal 2011. The fare increases were to be tied to the biennial increases in the consumer price index (CPI) for the period and then rounded to the next nickel. The biennial increase in CPI is 5.7% and then rounded to the next nickel. The WMATA budget summary also indicates that the general manager is proposing other changes to the fare structure to simplify fares and encourage the use of SmarTrip among other objectives.

The following is a summary of the major fare changes by type of service.

Metrorail

The changes to Metrorail fares would generate approximately \$55 million and include the following changes.

- Increase the current peak fare from \$1.95 to \$2.10 and the maximum fare would increase from \$5.00 to \$5.75. The current peak-of-the-peak charge would be eliminated because it did not achieve its objective of decreasing crowding.
- The off peak fare (midday, evenings, weekends, and holidays) would be \$1.70 and the maximum off peak fare would be \$3.50.
- A time based, flat fare, paper fare card system would be established which would be \$6.00 during peak times and \$4.00 in off-peak periods.

Metrobus

The changes in Metrobus are expected to generate \$7.0 million in revenue and include the following changes.

- The cost of a local bus trip using a SmarTrip card is expected to increase from \$1.50 to \$1.60. If using cash, the cost will increase from \$1.70 to \$2.00.

Paratransit

- Increase the maximum fare from \$7.00 to \$7.40.

Parking

- The parking fee at park and ride facilities would increase by \$0.25.

It is important to note that WMATA will need to go through a public hearing process and discussions with the local jurisdictions. The final fare increase could be quite different than the one described here. **DLS recommends that WMATA discuss its proposed fare changes with the budget committees, in particular, why the changes to Metrorail fares yield more revenue than the Metrobus changes. In addition, MDOT should discuss its view of the proposed fare changes and its impact on Maryland users.**

2. WMATA Governance Report

The Governors of Maryland and Virginia and the Mayor of the District of Columbia announced a plan of action to address WMATA's governance challenges on January 10, 2011. A Governance Work Group (GWG) was created to further the discussion of governance issues. During the summer of 2011, the WMATA board created the first-ever bylaws, revised procedures and code of ethics, and also started a strategic plan.

In December 2011, GWG released a series of recommendations to the board and compact jurisdictions that would require local legislation and a memorandum of understanding. **Exhibit 8** provides a summary of the GWG recommendations.

Exhibit 8 Governance Work Group Recommendations

1. Recommendations to the Board

- Establish a clear budget development and performance measurement process and schedules.
- Coordinate the budget planning process with funding jurisdictions.
- Develop a multi-year strategic plan, established in the bylaws, so that it is incorporated into the ongoing activities of the board.
- Board chair to serve at least two consecutive years but no more than four, to foster continuity and long-term policy.
- Reduce the size of the committees, with a stronger role for committee chairs to encourage localities to work together and develop consensus on policy.
- If a jurisdiction anticipates using its jurisdictional veto, it should provide advance notice for the board chair to attempt to resolve the conflict.

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- Board and board staff should work to enhance public's awareness of WMATA's public communication and response policies.

2. Legislation at the Jurisdictional Level

- Implement ridership, attendance and reporting requirements.
- Codify board membership requirements.
- Transition board appointments to a system of staggered terms with term limits of two consecutive 4-year terms.
- Board compensation should be determined by each jurisdiction (discussions about compensation for salaried elected officials is still open).
- The State Safety Oversight program needs to transform into a more robust entity with enforcement authority.

3. Memorandum of Understanding

- A memorandum of understanding be signed to ensure that an annual review of board performance, a coordinated appointment process, and overall expertise represented on board.

Source: Department of Legislative Services

DLS recommends that MDOT and WMATA discuss in further detail the governance recommendations made and the long-term goal of the recommendations. WMATA should discuss its view of the recommendations and what efforts will be taken to implement the recommendations.

Operating Budget Recommended Actions

1. Concur with Governor's allowance.

PAYGO Budget Recommended Actions

1. Concur with Governor's allowance.

Current and Prior Year Budgets

**Current and Prior Year Budgets
Washington Metropolitan Area Transit Authority
(\$ in Thousands)**

	<u>General Fund</u>	<u>Special Fund</u>	<u>Federal Fund</u>	<u>Reimb. Fund</u>	<u>Total</u>
Fiscal 2011					
Legislative Appropriation	\$0	\$224,450	\$0	\$0	\$224,450
Deficiency Appropriation	0	0	0	0	0
Budget Amendments	0	4,144	0	0	4,144
Reversions and Cancellations	0	0	0	0	0
Actual Expenditures	\$0	\$228,594	\$0	\$0	\$228,594
Fiscal 2012					
Legislative Appropriation	\$0	\$238,950	\$0	\$0	\$238,950
Budget Amendments	0	17,792	0	0	17,792
Working Appropriation	\$0	\$256,742	\$0	\$0	\$256,742

Note: Numbers may not sum to total due to rounding.

Fiscal 2011

Fiscal 2011 actual spending totaled \$228.6 million, an increase of \$4.1 million from the legislative appropriation. The \$4.1 million increase is from budget amendments that included \$0.3 million for safety oversight and \$3.8 million to meet the State's funding obligations for the WMATA budget, which is finalized after the State budget is enacted.

Fiscal 2012

The fiscal 2012 working appropriation increases \$17.8 million in special funds to fulfill Maryland's requirement to WMATA.

**Object/Fund Difference Report
WMATA – Operating Budget**

<u>Object/Fund</u>	<u>FY 11 Actual</u>	<u>FY 12 Working Appropriation</u>	<u>FY 13 Allowance</u>	<u>FY 12 - FY 13 Amount Change</u>	<u>Percent Change</u>
Objects					
12 Grants, Subsidies, and Contributions	\$ 228,594,357	\$ 256,741,778	\$ 262,688,210	\$ 5,946,432	2.3%
Total Objects	\$ 228,594,357	\$ 256,741,778	\$ 262,688,210	\$ 5,946,432	2.3%
Funds					
03 Special Fund	\$ 228,594,357	\$ 256,741,778	\$ 262,688,210	\$ 5,946,432	2.3%
Total Funds	\$ 228,594,357	\$ 256,741,778	\$ 262,688,210	\$ 5,946,432	2.3%

Note: The fiscal 2012 appropriation does not include deficiencies.

**Fiscal Summary
WMATA – Operating Budget**

<u>Program/Unit</u>	<u>FY 11 Actual</u>	<u>FY 12 Wrk Approp</u>	<u>FY 13 Allowance</u>	<u>Change</u>	<u>FY 12 - FY 13 % Change</u>
WMATA Operating	\$ 228,594,357	\$ 256,741,778	\$ 262,688,210	\$ 5,946,432	2.3%
WMATA Capital	112,257,275	129,956,000	145,956,000	16,000,000	12.3%
Total Expenditures	\$ 340,851,632	\$ 386,697,778	\$ 408,644,210	\$ 21,946,432	5.7%
Special Fund	\$ 340,851,632	\$ 386,697,778	\$ 408,644,210	\$ 21,946,432	5.7%
Total Appropriations	\$ 340,851,632	\$ 386,697,778	\$ 408,644,210	\$ 21,946,432	5.7%

Note: The fiscal 2012 appropriation does not include deficiencies.

Budget Amendments for Fiscal 2012
Maryland Department of Transportation
Washington Metropolitan Area Transit Authority – Operating

<u>Status</u>	<u>Amendment</u>	<u>Fund</u>	<u>Justification</u>
Approved	\$17,791,778	Special	Align the department's budget for operating and capital with the Maryland requirement of the WMATA approved budget.

WMATA: Washington Metropolitan Area Transit Authority

Source: Maryland Department of Transportation

Budget Amendments for Fiscal 2012
Maryland Department of Transportation
Washington Metropolitan Area Transit Authority – Capital

<u>Status</u>	<u>Amendment</u>	<u>Fund</u>	<u>Justification</u>
Approved	\$6,835,070	Special	Align the department's budget for operating and capital with the Maryland requirement of the WMATA approved budget.
Pending	-23,495,070	Special	Adjusts the amended appropriation to agree with the anticipated expenditures for the current year as reflected in final fiscal 2012-2017 final CTP.
Total	-\$16,660,000		

CTP: Consolidated Transportation Program
WMATA: Washington Metropolitan Area Transit Authority

Source: Maryland Department of Transportation