

J00A0104
Washington Metropolitan Area Transit Authority
Maryland Department of Transportation

Executive Summary

The Washington Metropolitan Area Transit Authority (WMATA) provides bus, rail, and paratransit service for the Washington, DC metropolitan area. This analysis discusses WMATA's operating and capital budgets and the Maryland contribution toward each budget.

Operating Budget Data

(\$ in Thousands)

	FY 18	FY 19	FY 20	FY 19-20	% Change
	<u>Actual</u>	<u>Working</u>	<u>Allowance</u>	<u>Change</u>	<u>Prior Year</u>
Special Fund	\$362,519	\$388,939	\$392,948	\$4,009	1.0%
Adjustments	0	0	0	0	
Adjusted Special Fund	\$362,519	\$388,939	\$392,948	\$4,009	1.0%
Adjusted Grand Total	\$362,519	\$388,939	\$392,948	\$4,009	1.0%

- The amount budgeted in the fiscal 2020 allowance for the operating grants to WMATA is \$63.1 million less than the required Maryland subsidy identified in the WMATA Fiscal 2020 Proposed Budget.

PAYGO Capital Budget Data

(\$ in Thousands)

	Fiscal 2018	Fiscal 2019		Fiscal 2020
	<u>Actual</u>	<u>Legislative</u>	<u>Working</u>	<u>Allowance</u>
Special	\$134,179	\$155,922	\$155,922	\$225,133
General	0	0	0	125,000
Total	\$134,179	\$155,922	\$155,922	\$350,133

- The fiscal 2020 allowance for the capital grant to WMATA is \$15.2 million more than the requirement shown in the WMATA Fiscal 2020 Proposed Budget.

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

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Key Observations

- Ridership declines continue and result in increased subsidies from Maryland, Virginia, and the District of Columbia.
- Reporting requirements, imposed by the Maryland Metro/Transit Funding Act of 2018 (Chapters 351 and 352) as a condition for making the capital grant to WMATA a mandate, may need to be clarified.

Operating Budget Recommended Actions

1. Concur with Governor's allowance.

PAYGO Budget Recommended Actions

1. Concur with Governor's allowance.

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Washington Metropolitan Area Transit Authority
Maryland Department of Transportation

Budget Analysis

Program Description

The Washington Metropolitan Area Transit Authority (WMATA) operates the second largest rail transit system and the sixth largest bus network in the United States. WMATA was created in 1967 by an interstate compact in which Maryland, Virginia, and Washington, DC participate. Subsequently, two federal representatives were added to the Board of Directors. Each signatory jurisdiction provides two directors to WMATA's eight-member board. Construction of WMATA's originally planned 103-mile Metrorail system began in 1969 and was completed in 2001. In 2004, the system was expanded to 86 stations and 106 miles with the opening of the Blue Line extension to Largo Town Center and the New York Avenue/Florida Avenue/Gallaudet University station on the Red Line. In 2009, construction started on a 23.1-mile rail extension to Dulles, Virginia dubbed the Silver Line. The first 11.6 miles with 5 stations opened in July 2014. Construction of the second phase, consisting of 11.5 miles and 6 stations, is scheduled for completion in fiscal 2020. 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 authorizes MDOT to provide 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.

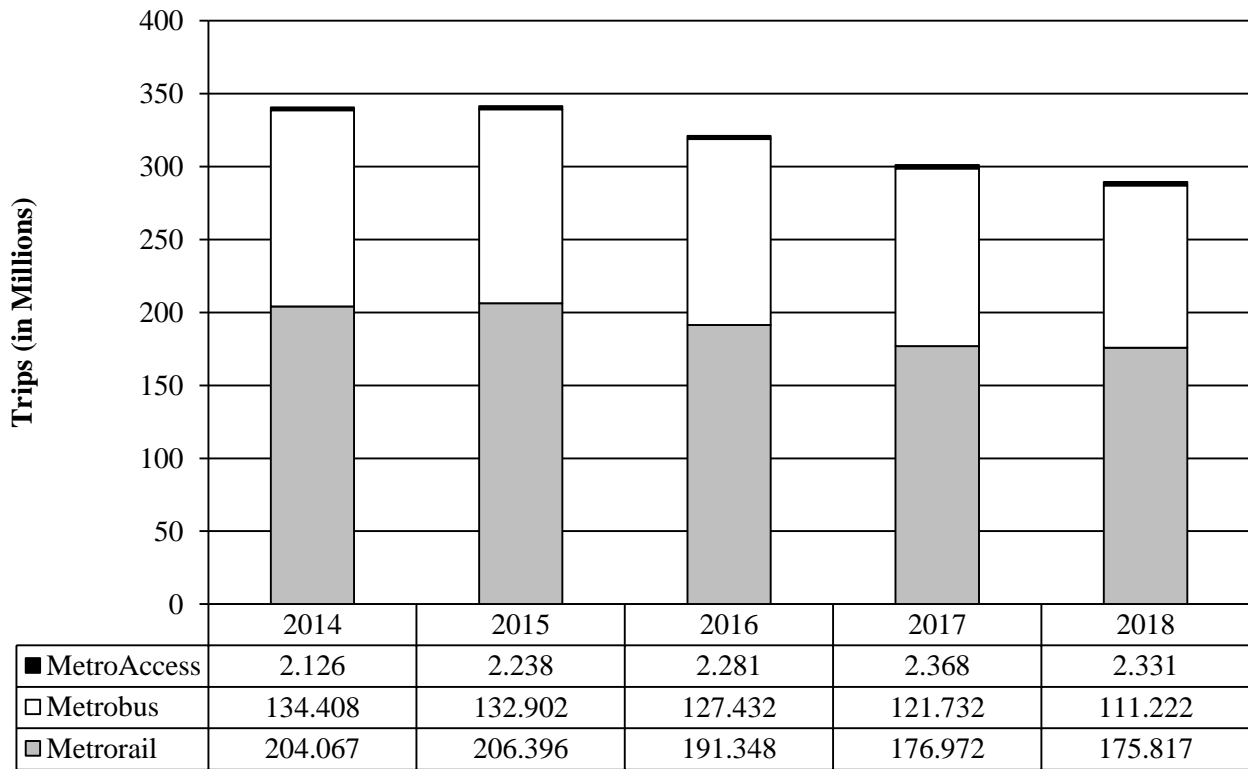
WMATA's mission is to ensure the best in safe, reliable, cost-effective, and responsive transit services by promoting regional mobility and contributing toward the social, economic, and environmental well-being of the community.

Performance Analysis: Managing for Results

1. Ridership

Exhibit 1 shows ridership for the WMATA system from fiscal 2014 to 2018. Ridership in fiscal 2018 decreased by just over 11.7 million trips from the prior year, a decrease of 3.9%. The ridership decline for Metrorail was 1.2 million trips, and Metrobus declined by 10.5 million trips. WMATA expects that ridership will begin to stabilize and is projecting a decrease of 2.6 million trips in fiscal 2019 (-0.9%). For fiscal 2020, ridership is projected to decrease by 1.0 million trips for Metrorail offset by an increase in Metrobus trips of 1.1 million.

**Exhibit 1
WMATA Annual Ridership
Fiscal 2014-2018**



WMATA: Washington Metropolitan Area Transit Authority

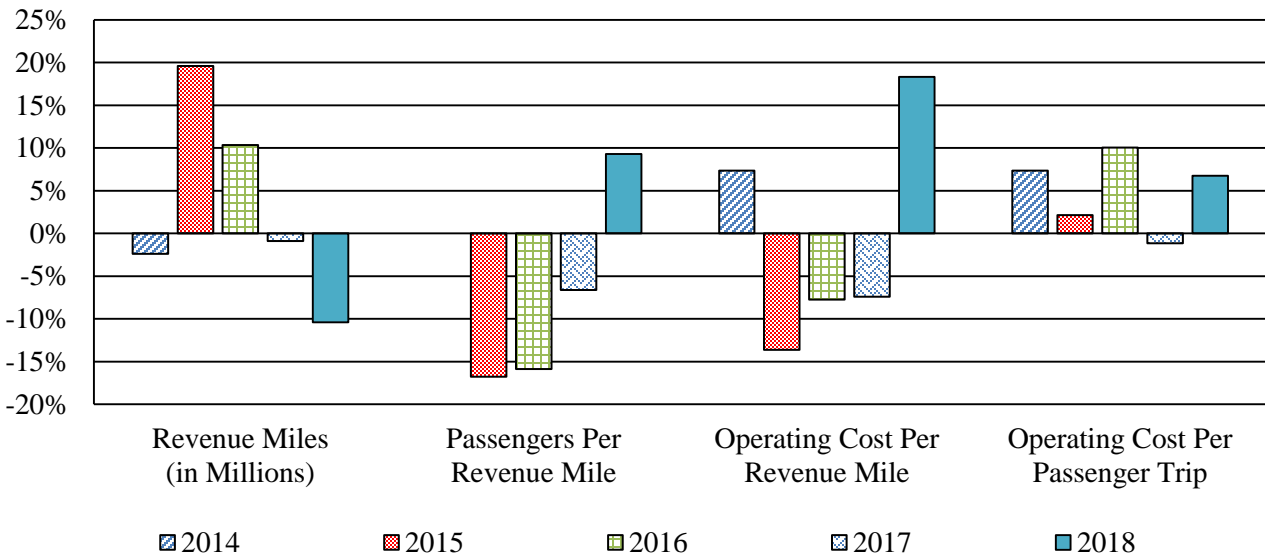
Source: Governor’s Fiscal 2020 Budget Books, Washington Metropolitan Area Transit Authority; Department of Legislative Services

2. System Performance Measures

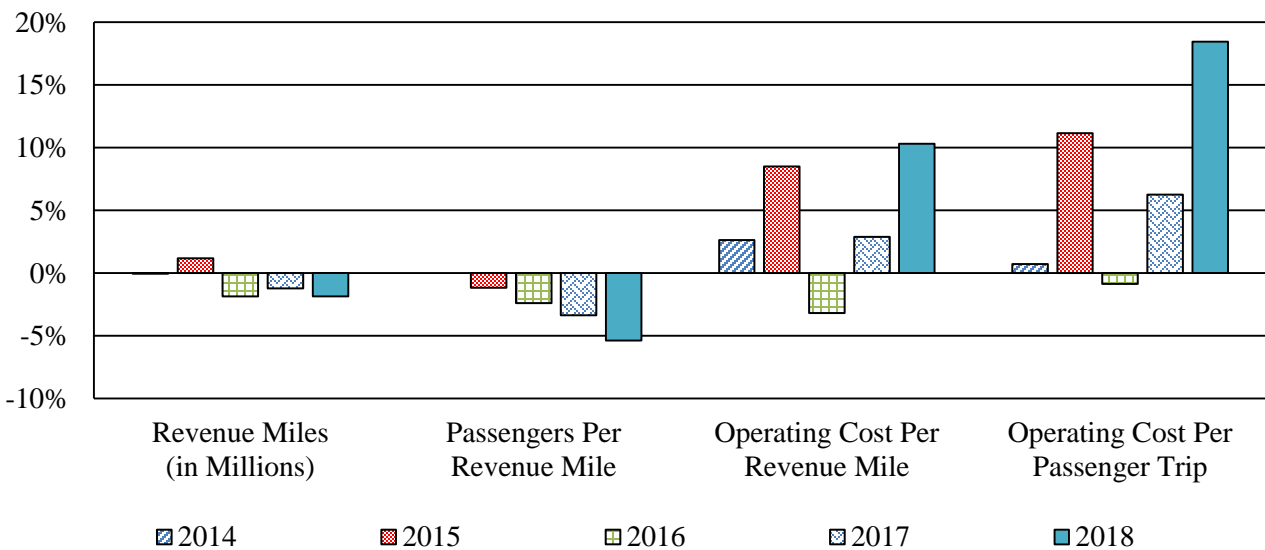
One method of measuring the performance of transit systems is to look at the relationship between the service provided and used, as measured by revenue miles and passenger trips, relative to expenditures. **Exhibit 2** shows the percent change from the prior year for revenue miles, passengers per revenue mile, operating cost per revenue mile, and operating cost per passenger trip for both Metrorail and Metrobus service for fiscal 2014 through 2018. In fiscal 2018, operating costs per revenue mile and per passenger trip increased for both Metrorail and Metrobus. The number of revenue miles decreased in fiscal 2018 for both services, and for Metrobus, the number of passengers per revenue mile fell as well, but Metrorail saw an increase in that measure.

Exhibit 2
Metr rail and Metrobus Performance Measures
Percent Change from the Prior Year
Fiscal 2014-2018

Metr rail



Metrobus

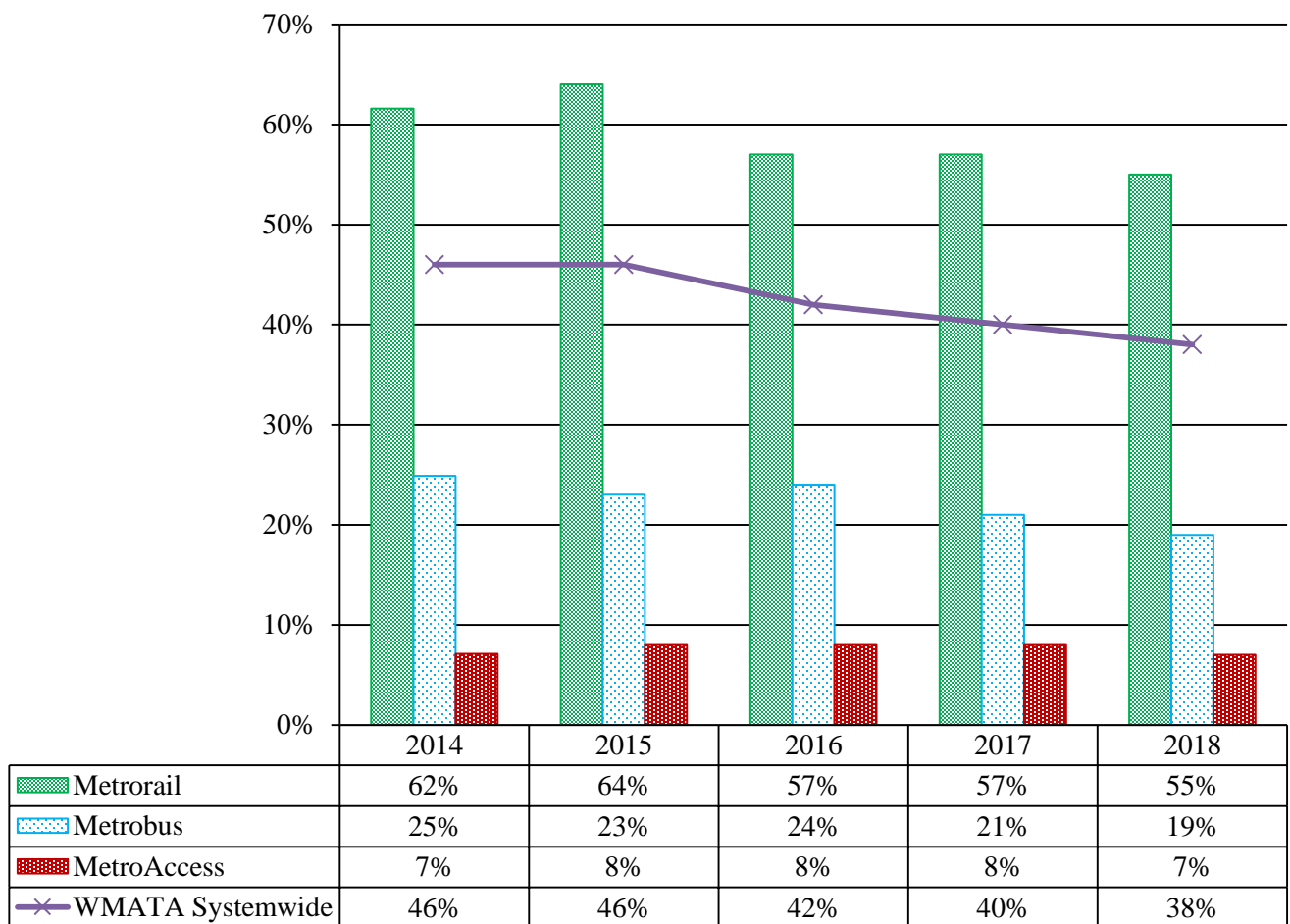


Source: Governor’s Fiscal 2020 Budget Books; Department of Legislative Services

3. Farebox Recoveries

Exhibit 3 provides information on WMATA’s farebox recovery ratio from fiscal 2014 to 2018. The systemwide five-year average farebox recovery rate was 38%, a decrease from the 44% average for the fiscal 2013 to 2017 period. Recovery rates in fiscal 2018 for Metrorail, Metrobus, and MetroAccess all declined from fiscal 2017 levels.

Exhibit 3
WMATA Farebox Recovery Rates
Fiscal 2014-2018



WMATA: Washington Metropolitan Area Transit Authority

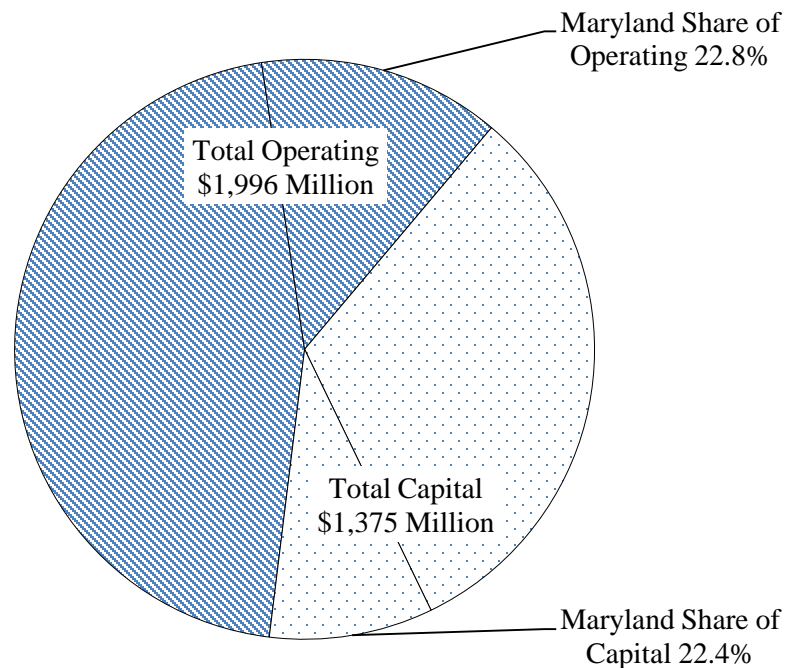
Source: Governor’s Fiscal 2020 Budget Books; Department of Legislative Services

Fiscal 2020 Allowance

Overview of Agency Spending

The combined operating and capital budgets for WMATA total \$3.4 billion. As shown in **Exhibit 4**, the Maryland share of the operating budget is 22.8%, and the share of the capital budget is 22.4%.

Exhibit 4 Maryland Support of WMATA's Fiscal 2020 Operating and Capital Budgets



Total: \$3.4 Billion

WMATA: Washington Metropolitan Area Transit Authority

Source: Washington Metropolitan Area Transit Authority; Department of Legislative Services

Proposed Budget

Expenditures

As shown in **Exhibit 5**, WMATA’s proposed fiscal 2020 operating budget totals \$1,996.0 million, an increase of \$118.7 million (6.3%) over the amended fiscal 2019 budget. The budget assumes no fare increases and no service reductions.

Exhibit 5
WMATA Operating Expenses by Category
Fiscal 2019-2020
(\$ in Millions)

	<u>Amended Budget</u> <u>Fiscal 2019</u>	<u>Proposed Budget</u> <u>Fiscal 2020</u>	<u>Change</u>	<u>Percent</u> <u>Change</u>
Personnel	\$1,332.8	\$1,376.6	\$43.8	3.3%
Services	318.7	371.6	52.9	16.6%
Materials and Supplies	105.7	114.1	8.4	7.9%
Fuel (Gas/Diesel/CNG)	31.0	31.9	0.9	2.8%
Utilities and Propulsion	94.0	99.3	5.3	5.6%
Casualty and Liability	29.3	33.9	4.5	15.5%
Leases and Rentals	8.4	10.0	1.7	20.0%
Miscellaneous	4.6	4.8	0.2	4.6%
Capital Allocation	-47.1	-46.1	1.0	-2.2%
Total	\$1,877.4	\$1,996.1	\$118.7	6.3%

CNG: compressed natural gas

WMATA: Washington Metropolitan Area Transit Authority

Source: Washington Metropolitan Area Transit Authority, Fiscal 2020 Proposed Budget

The \$43.8 million increase in personnel expenses is largely due to contractually required pay increases contained in collective bargaining agreements (\$27.0 million) and funding for 124 new positions to support new, customer-focused initiatives including:

- expanded rush hour periods;
- extended Yellow Line service to Greenbelt;

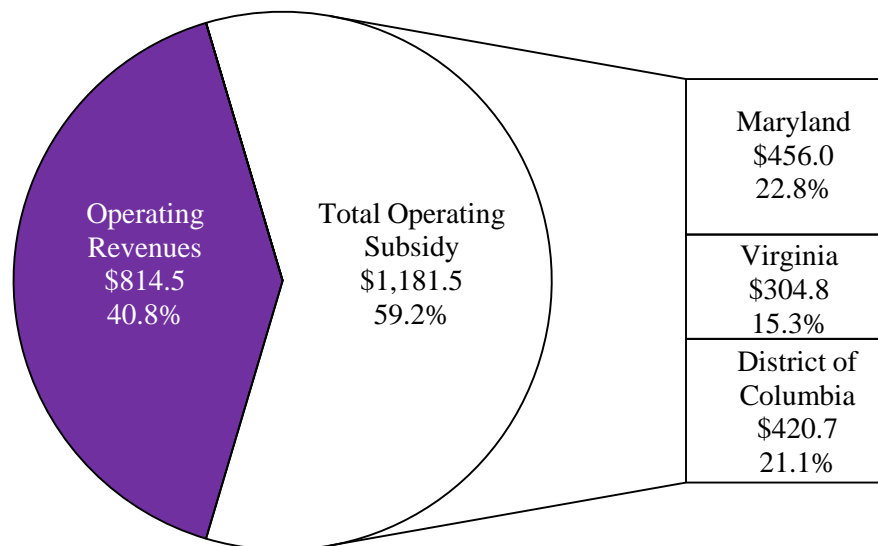
- running additional Red Line trains to Glenmont; and
- expanding all trains to eight cars over a multi-year period.

The primary drivers of the \$52.9 million increase in services are paratransit contract cost escalations for service providers and contracts for the operation of a new bus maintenance facility and Silver Line extension. Over 63% of MetroAccess trips are provided in Montgomery and Prince George’s counties.

Revenues

WMATA’s operations are funded through operating revenues and subsidies provided by Maryland, Virginia, and the District of Columbia. **Exhibit 6** shows that 40.8% of the operating budget will be supported by WMATA’s operating revenues in fiscal 2020.

Exhibit 6
WMATA Proposed Fiscal 2020 Revenues
(\$ in Millions)



Total: \$2.0 Billion

WMATA: Washington Metropolitan Area Transit Authority

Source: Washington Metropolitan Area Transit Authority, Fiscal 2020 Proposed Budget; Department of Legislative Services

The local subsidy fills the gap between operating revenues and expenditures. In fiscal 2020, the local subsidy supports 59.2% of operating spending.

Exhibit 7 shows the resources that support WMATA’s operations for fiscal 2017 to 2020 and breaks out the Maryland share of the local subsidy.

Exhibit 7
WMATA Operating Budget Resources
Maryland Operating Subsidy
Fiscal 2017-2020
(\$ in Millions)

	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>\$ Change</u> <u>2019-2020</u>	<u>% Change</u> <u>2019-2020</u>
Operating Revenue	\$780.0	\$787.0	\$797.7	\$814.5	\$16.8	2.1%
Local Subsidy	849.1	1,003.9	1,079.6	1,181.5	101.9	9.4%
Prior Year Surplus	15.2	0.0	0.0	0.0	0.0	n/a
Total	\$1,644.3	\$1,790.9	\$1,877.3	\$1,996.0	\$118.7	6.3%
Maryland Share of Operating Subsidy						
Maryland Budget	\$321.3	\$362.5	\$388.9	\$392.9	\$4.0	1.0%
WMATA Projection				456.0	42.7	10.3%
Maryland Budget Surplus/ (Shortfall)				-63.1		

WMATA: Washington Metropolitan Area Transit Authority

Note: Excludes debt service.

Source: Washington Metropolitan Area Transit Authority, Fiscal 2020 Proposed Budget; Department of Legislative Services

The operating subsidy expected from Maryland in WMATA’s fiscal 2020 proposed budget totals \$456.0 million, an increase of \$42.7 million (10.3%) over the fiscal 2019 subsidy amount. The amount included in the Maryland budget for WMATA’s operations in fiscal 2020, however, is \$63.1 million less than this amount. Additionally, the Maryland fiscal 2019 working appropriation is understated because it does not include Maryland’s share of the fiscal 2019 costs of the collective bargaining agreements that were executed after WMATA’s fiscal 2019 budget had been approved by the WMATA board.

The Maryland Metro/Transit Funding Act of 2018 (Chapters 351 and 352) includes provisions requiring the Secretary of MDOT to withhold 35% of the operating subsidy for WMATA in any fiscal year in which the total Maryland operating assistance provided in the approved WMATA budget increases by more than 3% (excluding funding for certain costs) over the total operating assistance provided in the prior fiscal year's approved WMATA budget. Of the \$456.0 million Maryland subsidy, shown in Exhibit 6, \$8.7 million is to support the new initiatives discussed earlier. An exhibit in WMATA's proposed budget shows this amount as in addition to the 3% capped amount and legislative exclusions. **MDOT and WMATA should brief the committees on how funding for the new initiative will be accommodated within the subsidy so as to not trigger the 35% withholding provisions required under Chapters 351 and 352.**

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, Metrobus, and MetroAccess systems. General parameters on capital funding levels are typically established in a six-year Capital Funding Agreement developed through negotiations between WMATA and its local funding partners. However, the previous six-year agreement expired on June 30, 2016, and capital funding levels have been negotiated on a year-to-year basis since that time.

Chapters 351 and 352 require the Governor to include an appropriation of \$167 million in the budget as a dedicated capital grant that is in addition to the base capital grant that the State provides each year. This is Maryland's share of the \$500 million in dedicated capital funding sought by WMATA to help address a projected need for \$15.5 billion in capital investment over 10 years.

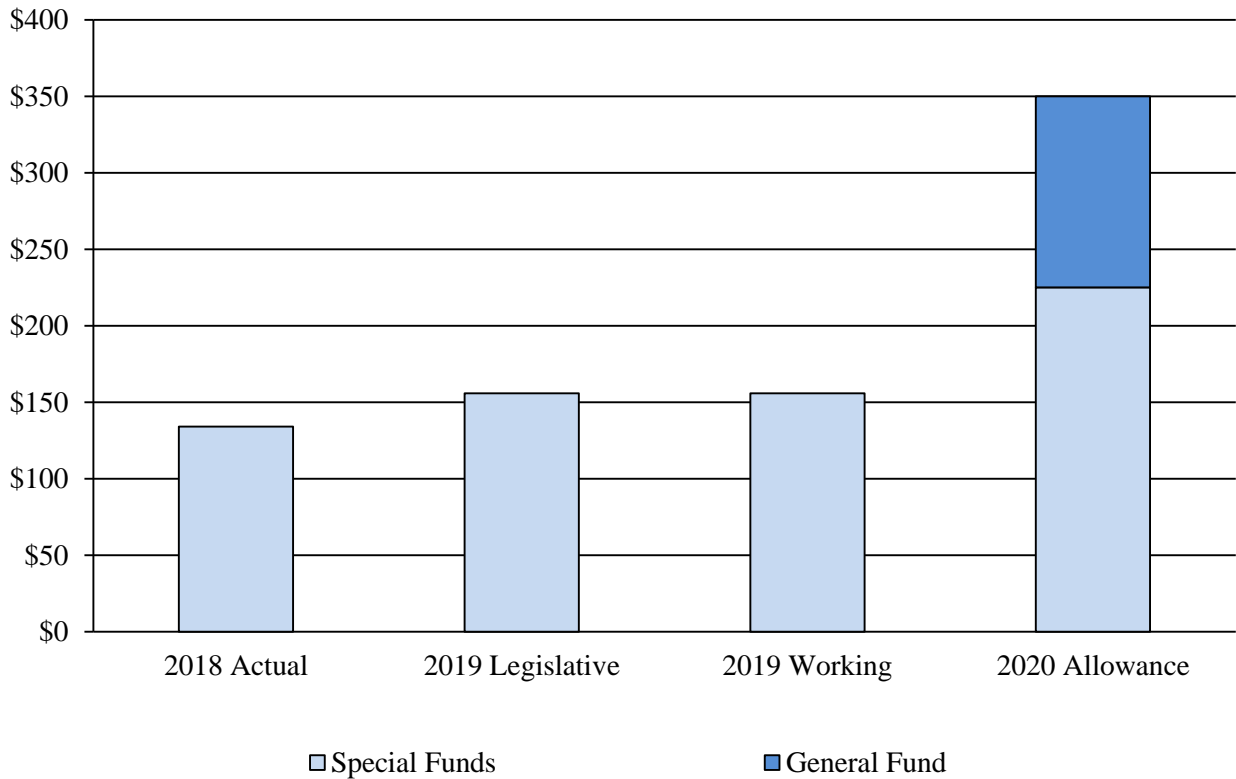
Fiscal 2019 to 2024 Consolidated Transportation Program

Total six-year State funding programmed for the WMATA capital grant in the Maryland *Consolidated Transportation Program* is \$1,975.5 million (\$1,182.5 million in special funds and \$793 million in general funds). The majority of this funding is focused on safety, infrastructure rehabilitation and replacement, and maintaining the system in a state of good repair.

Fiscal 2019 and 2020 Cash Flow Analysis

As shown in **Exhibit 8**, the WMATA capital grant increases by \$194.2 million in the fiscal 2020 allowance. This reflects the new dedicated funding of \$167 million as well as \$17.3 million for debt service for bonds that WMATA issued in fiscal 2017 and 2018 and an increase of \$10.5 million in funding for the base capital program.

Exhibit 8
Cash Flow Changes
Fiscal 2018-2020
(\$ in Millions)

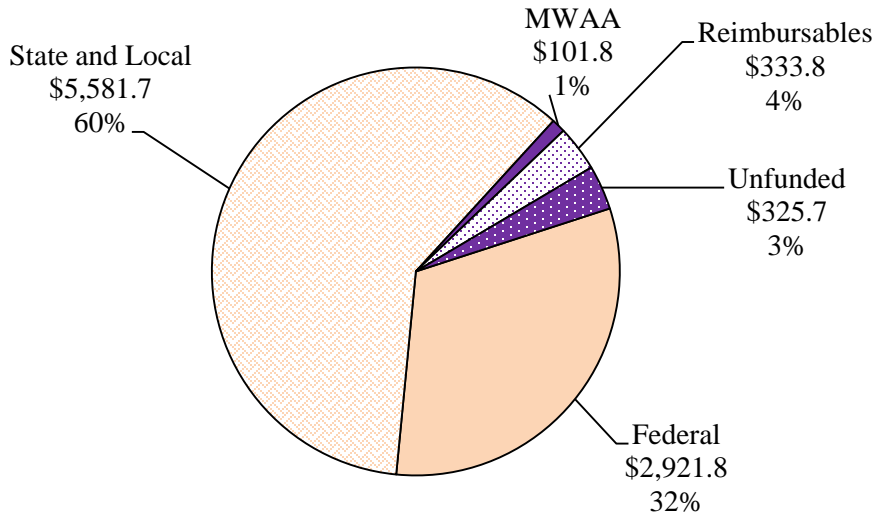


Source: Governor’s Fiscal 2020 Budget Books

WMATA Six-year Capital Improvement Program

WMATA’s fiscal 2020 to 2025 *Capital Improvement Program* (CIP) totals \$9.3 billion. As shown in **Exhibit 9**, State and local funds comprise 60% of planned capital funding and federal funding comprises an additional 32%. A portion of the planned capital spending in the CIP has no identified funding source. This underfunding of the program, which totals \$325.7 million in the current CIP, begins in fiscal 2022 at just under \$15 million but increases to over \$100 million in the following year and is nearly \$200 million in the final year of the CIP. **WMATA should brief the committee on how it envisions closing the gap between programmed spending and identified funding in the CIP.**

Exhibit 9
WMATA Six-year Capital Program Funding Sources
Fiscal 2020-2025
(\$ in Millions)



Total: \$9.3 Billion

MWAA: Metropolitan Washington Airports Authority
WMATA: Washington Metropolitan Area Transit Authority

Source: Washington Metropolitan Area Transit Authority, Fiscal 2020 Proposed Budget; Department of Legislative Services

WMATA's six-year capital plan assumes that the federal Passenger Rail Investment and Improvement Act (PRIIA), through which WMATA has annually received \$150 million in capital funding for safety and state of good repair projects, will be reauthorized. WMATA notes that if PRIIA funding does not continue, jurisdictional funding will need to increase by nearly \$750 million to meet its capital investment need over this six-year period.

Fiscal 2020 Capital Program

WMATA's proposed fiscal 2020 capital program totals \$1.4 billion. **Exhibit 10** shows the planned spending by category.

Exhibit 10
Fiscal 2020 Capital Spending by Category
(\$ in Millions)

<u>Category</u>	
Railcar	\$255.2
Rail Systems	187.2
Track and Structures Rehabilitation	171.0
Stations and Passenger Facilities	359.7
Bus and Paratransit	205.1
Business Support	173.6
Total	\$1,351.8

Source: Washington Metropolitan Area Transit Authority, Fiscal 2020 Proposed Budget

Exhibit 11 shows the total funding by source for WMATA’s fiscal 2020 capital program along with the amount that Maryland is expected to contribute based on the proposed budget.

Exhibit 11
Sources of Funding for the Fiscal 2020 WMATA Capital Program
(\$ in Millions)

	<u>Total</u>	<u>Maryland</u>
Federal		
Federal Formula Programs	\$348.5	
Federal Passenger Rail Investment and Improvement Act	148.5	
Other Federal Grants	3.6	
Subtotal – Federal	\$500.6	
State and Local		
Federal Formula Programs Match and System Performance	\$261.5	\$91.2
Federal Passenger Rail Investment and Improvement Act Match	148.5	49.5
Other State and Local	0.0	0.0
Dedicated Funding	500.0	167.0
Subtotal – State and Local	\$910.0	\$307.7

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	<u>Total</u>	<u>Maryland</u>
Other Sources		
Metropolitan Washington Airports Authority	\$36.3	
Jurisdictional Reimbursable Projects	44.5	
<i>Subtotal – Other Sources</i>	<i>\$80.8</i>	
Reserve for Future Years	-\$116.2	
Total	\$1,375.2	\$307.7
Maryland Fiscal 2020 Allowance for WMATA Capital Grant ⁽¹⁾		\$322.9
Variance		15.2

WMATA: Washington Metropolitan Area Transit Authority

⁽¹⁾ Does not include \$27.2 million to pay debt service on bonds issued by WMATA in fiscal 2017 and 2018.

Source: Washington Metropolitan Area Transit Authority, Fiscal 2019 Proposed Budget; Department of Legislative Services

The allowance for the WMATA grant is \$15.2 million more than what is needed according to the WMATA proposed budget. **A recommendation is included in the Reserve Fund analysis to reduce the appropriation to the Dedicated Purpose Account supporting the WMATA capital grant by \$15 million.**

Issues

1. Washington Metrorail Safety Commission on Track to Become Safety Oversight Agency

Federal law requires states that operate rail transit systems establish and certify a State Safety Oversight Agency (SSOA) by April 15, 2019. The Federal Transit Administration (FTA) will be prohibited from obligating any federal transit funding to jurisdictions that fail to meet this deadline. For WMATA's Metrorail service, the FTA assumed direct safety oversight from the Tri-state Oversight Committee following a series of safety-related incidents. In February 2017, FTA notified Maryland, Virginia, and the District of Columbia that it would immediately begin withholding 5% of Urbanized Area transit formula funds and would continue to withhold funds until the three jurisdictions established a federally compliant State Safety Oversight Program.

The Washington Metrorail Safety Commission (WMSC) was created by an interstate compact between Maryland, Virginia, and the District of Columbia in 2017. Maryland and the District of Columbia have both appointed 2 commission members and an alternate. Virginia has appointed its 2 members but has yet to name an alternate. The commission is staffed by an executive director and 10 other employees and will be supported as necessary through contracting with outside vendors. All staff positions have been filled. In September 2018, WMSC filed the application to be certified as SSOA. MDOT expects the certification to occur before the deadline and for the withholding of funds by FTA to end upon certification.

2. Reporting Requirements in the Maryland Metro/Transit Funding Act of 2018 May Need to Be Clarified

Chapters 351 and 352 added provisions to the Transportation Article that would:

- make the capital appropriation to WMATA a mandate if certain reporting requirements are satisfied; and
- require an increase in the appropriation of 3% each year.

This mandate is separate from the new \$167 million dedicated capital grant that is also mandated through Chapters 351 and 352.

To satisfy the reporting requirements, WMATA must submit to MDOT various reports and data prior to the beginning of the immediately preceding fiscal year. For the WMATA base capital grant to be mandated in fiscal 2020, WMATA would have had to submit all required information before July 1, 2018, and MDOT would have had to certify to the Governor, in writing, that it had received all required information. MDOT indicates that the certification was not made to the Governor for fiscal 2020 because not all of the items had been received. Questions posed to WMATA and MDOT

about which items had not been submitted on time resulted in differences in the responses that highlight areas in which the statute may need to be clarified. **Exhibit 12** lists the items required in order to trigger the mandate and the responses received from WMATA and MDOT on each item.

The areas in which different interpretations are evident may simply require WMATA and MDOT to agree on what each item means and the form in which WMATA needs to submit it. There may also be benefits to amending these provisions to provide clarity and ensure that the information required is actually available before the submission deadline. **WMATA and MDOT should comment on the reporting requirements and identify which items, if any, should be clarified in statute.**

Exhibit 12
Reporting Requirements Imposed by the
Maryland Metro/Transit Funding Act of 2018

Transportation Article § 10-205 (f) (2) (i)

Statutory Provision

(f) (2) (i) The Governor is not required to make the appropriation under paragraph (1) of this subsection in a fiscal year unless the Department certifies to the Governor in writing before the beginning of the immediately preceding fiscal year that the Washington Metropolitan Area Transit Authority has submitted to the Department:

1. Performance and Condition Assessments and Reports Regarding:

- a. the safety and reliability of rapid heavy rail and bus systems;
- b. the financial performance of the Washington Metropolitan Area Transit Authority as it relates to rail and bus operations, including fare box recovery, service per rider, and cost per service hour;
- c. the monthly ridership of rail and bus systems broken down by Metrorail station, Metrorail line, bus stop, and bus line;

WMATA Comments

Some of the information is information WMATA already provides to all jurisdictions and for information that is new as a reporting requirement, WMATA has started working with MDOT on how to prepare and submit the required information.

Part of the WMATA Strategic Plan.

Part of the annual Managing For Results submission.

Partially complete. Will be providing quarterly reports. Ridership by line is a bit complicated because many stations are on multiple lines. A sample report was sent to MDOT that indicated satisfaction in the methodology.

MDOT Comments

The certification to the Governor has not occurred as not all items have been received.

Received.

Received.

Summary monthly ridership data is publicly available, but this detailed data has not yet been provided.

<u>Statutory Provision</u>	<u>WMATA Comments</u>	<u>MDOT Comments</u>
d. strategies to reduce costs and improve the Washington Metropolitan Area Transit Authority’s operational efficiency; and	Part of the WMATA Strategic Plan.	Not received.
e. the comparison of annual capital investments and approved budgets; and	Complete for fiscal 2018 with ongoing updates for fiscal 2019.	Received.
2. The Washington Metropolitan Area Transit Authority’s:		
a. annual budget;	Will provide upon board adoption of budget.	Received.
b. annual independent financial audit;	Provided.	Received.
c. annual National Transit Database profile; and	Provided.	Received.
d. individual audit reports.	The individual audit reports are compiled into a single audit report. This report was provided last fall at the same time as the annual financial audit.	Unclear what is meant by this.

MDOT: Maryland Department of Transportation
 WMATA: Washington Metropolitan Area Transit Authority

Source: Washington Metropolitan Area Transit Authority; Maryland Department of Transportation; Maryland Department of Legislative Services

Operating Budget Recommended Actions

1. Concur with Governor's allowance.

PAYGO Budget Recommended Actions

1. Concur with Governor's allowance.

Appendix 1
Current and Prior Year Budgets
MDOT – Washington Metropolitan Area Transit Authority
(\$ in Thousands)

	<u>General</u> <u>Fund</u>	<u>Special</u> <u>Fund</u>	<u>Federal</u> <u>Fund</u>	<u>Reimb.</u> <u>Fund</u>	<u>Total</u>
Fiscal 2018					
Legislative					
Appropriation	\$0	\$365,285	\$0	\$0	\$365,285
Deficiency/Withdrawn					
Appropriation	0	0	0	0	0
Cost					
Containment	0	0	0	0	0
Budget					
Amendments	0	0	0	0	0
Reversions and					
Cancellations	0	-2,766	0	0	-2,766
Actual					
Expenditures	\$0	\$362,519	\$0	\$0	\$362,519
Fiscal 2019					
Legislative					
Appropriation	\$0	\$366,028	\$0	\$0	\$366,028
Budget					
Amendments	0	22,911	0	0	22,911
Working					
Appropriation	\$0	\$388,939	\$0	\$0	\$388,939

MDOT: Maryland Department of Transportation

Note: The fiscal 2019 appropriation does not include deficiencies, a one-time \$500 bonus, or general salary increases. Numbers may not sum to total due to rounding.

Fiscal 2018

The fiscal 2018 budget for the operating grant to the Washington Metropolitan Area Transit Authority closed out \$2,766,348 lower than the legislative appropriation, with year-end cancellations comprising a reduction resulting from an audit of prior year grants (\$1,256,224), an overestimate of the fiscal 2018 Maryland share of the operating grant due to the timing of the appropriation (\$1,149,148), and lower than budgeted spending for the Tri-State Oversight Committee (\$360,976).

Fiscal 2019

The fiscal 2019 working appropriation is \$22,911,466 higher than the legislative appropriation. Special fund budget amendments provided additional funds to align the MDOT operating budget with the Maryland requirement of the approved WMATA budget (\$15,508,824) and to pay for the Maryland share of a retroactive payment for fiscal 2018 required under recently completed collective bargaining agreements (\$7,402,642).

**Appendix 2
Fiscal Summary
MDOT – WMATA – Operating Budget**

<u>Program/Unit</u>	<u>FY 18 Actual</u>	<u>FY 19 Wrk Approp</u>	<u>FY 20 Allowance</u>	<u>Change</u>	<u>FY 19 - FY 20 % Change</u>
04 Washington Metropolitan Area Transit – Operating	\$ 362,518,605	\$ 388,939,419	\$ 392,947,930	\$ 4,008,511	1.0%
05 Washington Metropolitan Area Transit – Capital	134,178,699	155,922,000	225,133,000	69,211,000	44.4%
Total Expenditures	\$ 496,697,304	\$ 544,861,419	\$ 618,080,930	\$ 73,219,511	13.4%
Special Fund	\$ 496,697,304	\$ 544,861,419	\$ 618,080,930	\$ 73,219,511	13.4%
Total Appropriations	\$ 496,697,304	\$ 544,861,419	\$ 618,080,930	\$ 73,219,511	13.4%

MDOT: Maryland Department of Transportation

WMATA: Washington Metropolitan Area Transit Authority

Note: The fiscal 2019 appropriation does not include deficiencies, a one-time \$500 bonus, or general salary increases. The fiscal 2020 allowance does not include general salary increases.

Appendix 3
Budget Amendments for Fiscal 2019
Maryland Department of Transportation
Washington Metropolitan Area Transit Authority – Operating

<u>Status</u>	<u>Amendment</u>	<u>Fund</u>	<u>Justification</u>
Approved	\$15,508,824	Special	Align the MDOT operating budget with the Maryland requirement of the approved WMATA budget at this time.
Approved	7,402,642	Special	Provide funding for the Maryland share of the fiscal 2018 retroactive payments due under recently approved collective bargaining agreements.

MDOT: Maryland Department of Transportation

WMATA: Washington Metropolitan Area Transit Authority

Source: Maryland Department of Transportation