

**J00A0104**  
**Washington Metropolitan Area Transit Authority**  
**Maryland Department of Transportation**

***Operating Budget Data***

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(\$ in Thousands)

	<u>FY 08</u> <u>Actual</u>	<u>FY 09</u> <u>Working</u>	<u>FY 10</u> <u>Allowance</u>	<u>FY 09-10</u> <u>Change</u>	<u>% Change</u> <u>Prior Year</u>
Special Fund	\$193,026	\$213,300	\$215,150	\$1,850	0.9%
<b>Adjusted Special Fund</b>	<b>\$193,026</b>	<b>\$213,300</b>	<b>\$215,150</b>	<b>\$1,850</b>	<b>0.9%</b>
<b>Adjusted Grand Total</b>	<b>\$193,026</b>	<b>\$213,300</b>	<b>\$215,150</b>	<b>\$1,850</b>	<b>0.9%</b>

- The fiscal 2010 allowance for the operating budget subsidy to the Washington Metropolitan Area Transit Authority (WMATA) is \$1.9 million, or 0.9%, greater than the fiscal 2009 working appropriation.
- WMATA has identified a budget gap of \$154.0 million as a result of increased expenses and local subsidies remaining flat. A final budget has not been approved by the Board of Directors; therefore, there is not a clear understanding as to what exactly Maryland's subsidy will be, or how the budget gap will be closed. Options include administrative cuts, service reductions, fare increases, or additional funding from Maryland and the other jurisdictions that support WMATA through the Interstate Compact.

***Paygo Capital Budget Data***

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(\$ in Thousands)

	<u>Fiscal 2008</u> <u>Actual</u>	<u>Fiscal 2009</u> <u>Legislative</u>	<u>Fiscal 2009</u> <u>Working</u>	<u>Fiscal 2010</u> <u>Allowance</u>
Special	\$63,575	\$64,341	\$53,870	\$55,641
Federal	\$16,400	\$16,400	\$16,400	\$16,400
<b>Total</b>	<b>\$79,975</b>	<b>\$80,741</b>	<b>\$70,270</b>	<b>\$72,041</b>

- The fiscal 2009 working appropriation decreases by \$10.5 million due to reductions in the Metro Matters program as a result of the revenue downturn.
- The fiscal 2010 allowance increases \$1.8 million due to cash flow increases for the Metro Matters project.

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

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## *Analysis in Brief*

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### **Major Trends**

***Ridership Trends:*** According to the Governor’s budget books, ridership is expected to increase from fiscal 2008 to 2009 with little impact on ridership from the fare increase. WMATA budget documents indicate that ridership has grown 3% in fiscal 2009 and is estimated to grow 4% in fiscal 2010. **The Department of Legislative Services (DLS) recommends that WMATA discuss the estimate of ridership with the budget committees and explain why the budget documents presented to the Board of Directors are different than the budget books.**

***Efficiency Measures:*** One measure of a transit agency is to look at the relationships between ridership, service, and costs. In general, Metrorail operating costs are increasing faster than service or ridership. For Metrobus, a similar trend is occurring. **DLS recommends that WMATA discuss what impact the fiscal 2009 and 2010 budgets will have on efficiency measures.**

***Farebox Recovery:*** The farebox recovery rate is estimated to decline in fiscal 2009 despite a fare increase in January 2008. **DLS recommends that WMATA discuss why the farebox recovery rate is declining in fiscal 2009.**

### **Issues**

***Additional Capital Funding for WMATA:*** Federal legislation has passed that would provide WMATA with \$1.5 billion in federal capital funds over 10 years beginning in fiscal 2011, provided the compact jurisdictions provide matching dedicated funds, an Inspector General position is created at WMATA, and the federal government has two WMATA board members. House Bill 572/Senate Bill 915 of 2009 have been introduced to allow Maryland to meet the requirements of the federal legislation. **DLS recommends that WMATA and MDOT discuss how this additional funding will be used.**

**Operating Budget Recommended Actions**

1. Adopt committee narrative requesting a report on the Washington Metropolitan Area Transit Authority's budget.

**PAYGO Budget Recommended Actions**

1. Adopt committee narrative requesting a report on the needs of the Washington Metropolitan Area Transit Authority's capital needs and how additional funding will be spent.

*J00A0104 – MDOT – Washington Metropolitan Area Transit Authority*

**J00A0104**  
**Washington Metropolitan Area Transit Authority**  
**Maryland Department of Transportation**

## ***Budget Analysis***

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### **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. Each signatory jurisdiction provides two directors to WMATA's six-member Board of Directors. Construction of WMATA's 103-mile Metrorail system began in 1969 and was completed in 2001; the system now serves 26 stations in Maryland.

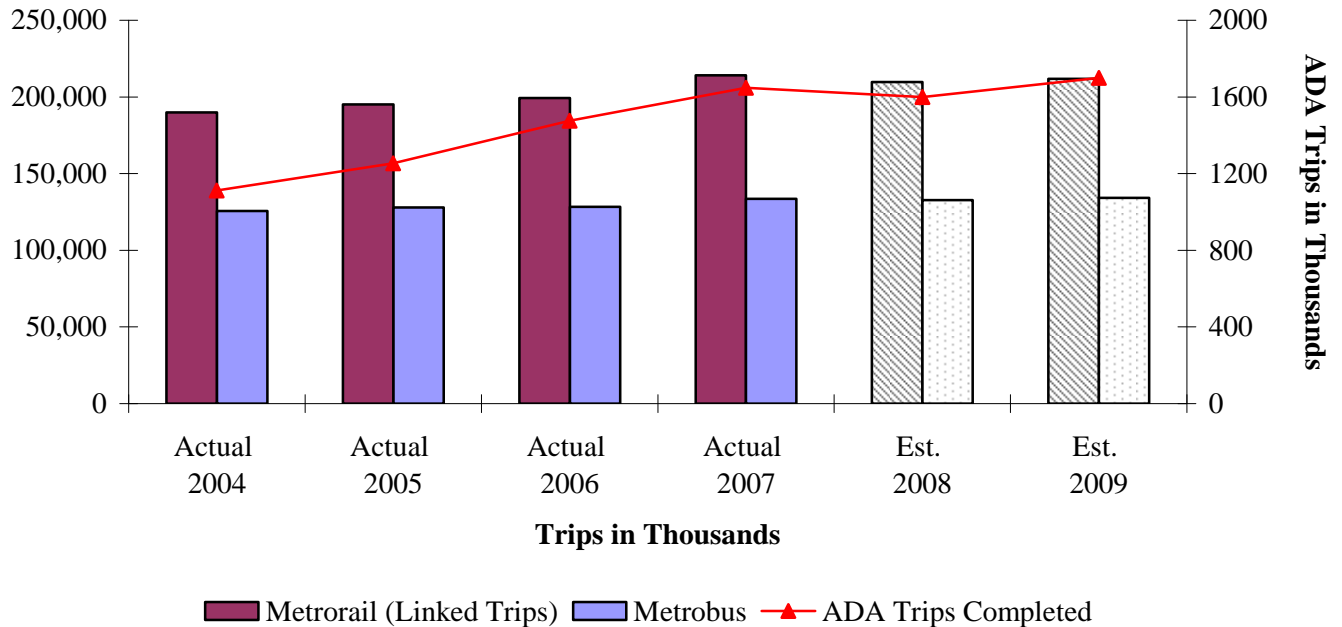
Maryland provides an annual operating grant to the Washington Suburban Transit Commission (WSTC) through the Maryland Department of Transportation (MDOT) Secretary's Office budget. WSTC provides funding to WMATA for the operation of the Metrorail, Metrobus, and MetroAccess programs. These operating grants 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 as reported in the Governor's budget books. As shown, Metrorail trips are expected to dip slightly in fiscal 2008 and then grow slightly in fiscal 2009. Metrobus ridership is expected to be relatively flat from fiscal 2008 to 2009. Finally, Americans with Disabilities Act trips completed are expected to increase from fiscal 2008 to 2009; however, the increase is much smaller than prior fiscal years. Overall, the January 2008 fare increase is not expected to have a significant impact on ridership. Of note is that the fiscal 2009 estimate of ridership only increases 1.0% despite national increases in public transportation as gas prices spiked. Recent WMATA budget documents indicate that ridership is expected to grow approximately 4.0% in fiscal 2010 and that growth in fiscal 2009 has been around 3.0%. **The Department of Legislative Services (DLS) recommends that the agency discuss the impact of the fare increase on ridership and what it estimates for ridership growth in the future. In addition, DLS recommends that WMATA discuss with the budget committees why its documents reflect a higher rate of growth than the budget books.**

**Exhibit 1  
WMATA Annual Ridership  
Fiscal 2004-2009**



ADA: Americans with Disabilities Act

WMATA: Washington Metropolitan Area Transit Authority

Source: Governor’s Budget Book Volume I, page 634

One measure of performance is 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 Metrorail and Metrobus. Following are some of the highlights.

**Exhibit 2**  
**Efficiency Measures of WMATA**  
**Fiscal 2007-2009**

	<u>2007</u> <u>Actual</u>	<u>2008</u> <u>Estimated</u>	<u>2009</u> <u>Estimated</u>
<b>Metrorail</b>			
Passengers Per Revenue Mile	3.11	2.79	2.76
Operating Cost Per Revenue Mile	\$9.01	\$9.10	\$9.53
Operating Cost Per Passenger Trip	\$2.90	\$3.34	\$3.46
<b>Metrobus</b>			
Passengers Per Revenue Mile	2.78	2.72	2.65
Operating Cost Per Revenue Mile	\$8.89	\$9.45	\$10.19
Operating Cost Per Passenger Trip	\$3.20	\$3.49	\$3.84

WMATA: Washington Metropolitan Area Transit Authority

Source: Governor's Budget Book Volume I, page 634

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**Metrorail**

- As a result of the increase in revenue vehicle miles in fiscal 2008 and 2009 outpacing ridership growth, passengers per revenue vehicle mile – the total number of passengers divided by the total revenue miles – is expected to decline in fiscal 2008 and 2009.
- Operating cost per revenue mile and passenger trip compares expenditures to total revenue miles and passenger trips to measure the cost of providing service. Each measure is expected to increase from fiscal 2007 to 2009 as operating budget growth increases faster than ridership or service growth.

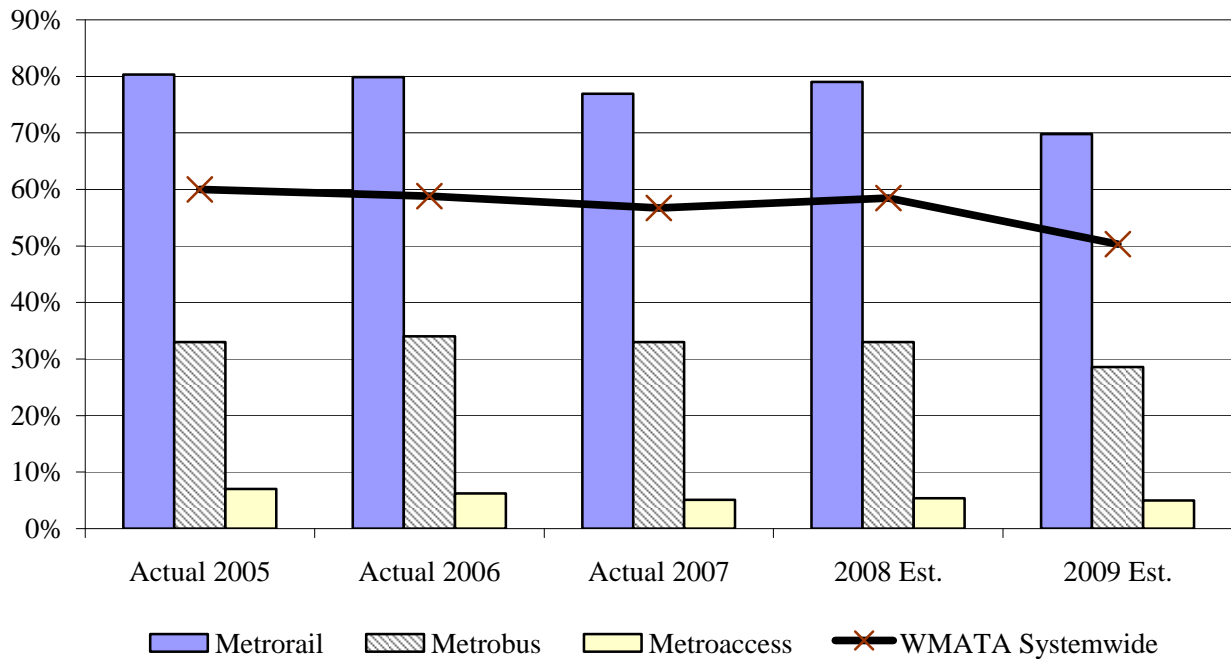
**Metrobus**

- Passengers per revenue vehicle mile are expected to decrease from fiscal 2008 to 2009 as ridership and service is expected to be flat.
- Operating cost per revenue mile and passenger trip are expected to increase from fiscal 2008 to 2009 as operating budget growth increases faster than ridership or service growth.

DLS recommends that WMATA discuss what impact the budgets in fiscal 2009 and 2010 will have on the efficiency measures.

Exhibit 3 provides information on WMATA’s farebox recovery ratio as presented in the fiscal 2009 proposed budget. As shown, systemwide farebox recovery is down from approximately 60% in fiscal 2005 to an estimate of 51% in fiscal 2009. DLS recommends that the agency discuss why the farebox recovery rate is declining, particularly in light of the January 2008 fare increase.

**Exhibit 3**  
**WMATA Farebox Recovery Rates**  
**Fiscal 2005-2009**



WMATA: Washington Metropolitan Area Transit Authority

Source: Governor’s Budget Book Volume I, page 634

## Fiscal 2009 Actions

### Impact of Cost Containment

MDOT indicates that it intends to reduce the subsidy payment by \$1.0 million in fiscal 2009 as part of cost containment.

### Proposed Budget

The fiscal 2010 allowance totals \$215.2 million and is an increase of \$1.9 million, or 0.9%, compared to the fiscal 2009 working appropriation. This level of spending is an estimate at this point as WMATA is still in the process of developing a fiscal 2010 budget. WMATA has identified a funding shortfall of approximately \$154.0 million between projected revenues and the baseline budget. Decreased revenues account for \$17.0 million of the shortfall and expenditures for \$137.0 million. The intention is to maintain the fiscal 2010 local subsidy payment at the fiscal 2009 level as shown in **Exhibit 4**.

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#### Exhibit 4 WMATA Fiscal 2010 Budget Gap (\$ in Millions)

	<u>Approved 2009 Budget</u>	<u>Baseline Changes</u>	<u>Administrative Reductions</u>	<u>Service Reductions</u>	<u>Proposed 2010 Budget</u>
<b>Revenue</b>	\$794	-\$17	\$0	-\$14	\$767
<b>Expense</b>	1,329	137	-81	-87	1,302
<b>Subsidy</b>	535	154	-81	-73	535

WMATA: Washington Metropolitan Area Transit Authority

Source: WMATA: Finance, Administration and Oversight Committee Fiscal 2010 Budget Review Item III-A

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Operating revenues are expected to grow slightly as ridership is expected to grow 4.0% for Metrorail and Metrobus; however, due to a one-time action in fiscal 2009, total revenues are expected to decline \$17.0 million in fiscal 2010. While revenue from ridership is increasing, the compact jurisdictions have indicated that it is unlikely there will be an increase in the local subsidy payment due to the economic downturn constraining local budgets.

The operating budget is expected to increase approximately \$137 million in fiscal 2010 with approximately \$99 million of the increase due to personnel and pension expenses. Of note is that the personnel budget includes a funding increase of \$44 million for pension expenses to offset losses in the stock market. The largest remaining increases are for paratransit and energy costs.

To address the funding shortfall, WMATA is considering reductions in two categories: administrative and service. In terms of the administrative budget, WMATA anticipates reductions totaling \$81 million as shown in Exhibit 4. Of the \$81 million in reductions, approximately \$60 million will be achieved through personnel savings and \$21 million in nonpersonnel savings. Personnel savings will be achieved by cutting 313 funded positions, mostly out of bus and rail services. The nonpersonnel savings will be achieved through reductions to “other purchased services,” fuel and propulsion power, and utilities. The remaining \$73 million in reductions have not yet been identified and additional reductions may be made in administrative functions or service reductions. One option presented would be to reduce services by \$87 million, with a \$14 million revenue loss, to fill in the remaining \$73 million.

Another option to solve the budget gap would be for the local jurisdictions to increase the level of the local subsidy. MDOT has not provided an increase in the fiscal 2010 allowance for WMATA. If there is any additional increase to the WMATA subsidy above the fiscal 2010 allowance, it will have a direct impact on the financial forecast. To accommodate a funding increase, reductions would need to be made to other modal operating budgets or capital budget reductions will need to be made. More importantly, if there is an increase in the WMATA subsidy without a corresponding MDOT operating budget reduction elsewhere, this could result in less net income and would impact the Transportation Trust Fund (TTF) forecast.

**DLS recommends that WMATA and MDOT discuss with the budget committees the current budget situation and how each entity views to best resolve the remaining budget gap. In addition, MDOT and WMATA should discuss with the budget committees what, if any, service reductions are being considered and what that might mean for the residents of Maryland. MDOT should discuss the impact of an increased subsidy payment on the financial forecast if that is part of WMATA’s budget solution and if such an option is being considered.**

**DLS also recommends that committee narrative be adopted requiring MDOT and WMATA to submit a report which contains the approved fiscal 2010 budget which indicates how the budget problem was resolved. This should include whether Maryland is required to increase payment to WMATA and what effect this will have on the TTF forecast. If there are service reductions, a list of these reductions shall be provided to the budget committees.**

## 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 retrofitting costs.

### Fiscal 2009-2014 Reductions

Due to the economic downturn, MDOT had to make several reductions to the capital program. WMATA's capital program was reduced by \$65.0 million over the six-year period. Most of this funding was for the Metro Matters agreement in the out-years although \$13.8 million was taken out of fiscal 2009 and 2010.

### Fiscal 2009-2014 Consolidated Transportation Program

The fiscal 2010 allowance for WMATA totals \$72.0 million, a decrease of \$1.8 million compared to the fiscal 2009 working appropriation. **Exhibit 5** provides a summary of the projects included in the 2009-2014 *Consolidated Transportation Program (CTP)*.

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### Exhibit 5 WMATA – Major Ongoing Projects

<u>Project Description</u>	<u>Fiscal 2010 Cost</u>
Metro Matters	\$62,300
Debt Service	9,741
<b>Total</b>	<b>\$72,041</b>

WMATA: Washington Metropolitan Area Transit Authority

Source: Maryland Department of Transportation, 2008-2013 *Consolidated Transportation Program*

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## WMATA's Capital Program and Metro Matters

In fiscal 2005, Maryland made the final payment of \$1,200,000 for costs associated with the construction of the original 103-mile Metrorail system. The State will continue to make an annual debt service payment of \$9.7 million on revenue bonds sold to generate additional funds for capital improvements to the system until fiscal 2014 when the bonds will be retired.

In October 2004, WMATA’s board approved the Metro Matters capital improvement program to provide \$3.3 billion in capital funds from fiscal 2005 through 2010, with funding coming from the local jurisdictions and federal formula funds. This funding is used for infrastructure maintenance to ensure the continued operation of the system. Maryland’s minimum share of the Metro Matters campaign totals \$329.0 million (half of the fiscal 2005 appropriation is included in the Metro Matters agreement). **Exhibit 6** highlights Maryland’s \$329.0 million share of the Metro Matters campaign and how much has been paid toward that commitment to date. The 2009-2014 CTP includes \$62.3 million for Metro Matters in fiscal 2010. As the exhibit shows, due to reductions in the Metro Matters program and cash flow changes, MDOT still owes \$13.5 million to fulfill the Metro Matters commitment. **DLS recommends that MDOT and WMATA discuss with the budget committees what happens to WMATA’s capital program after fiscal 2010 when Metro Matters is completed. In addition, MDOT should discuss if it will need to pay the final \$13.5 million owed under the agreement and if so, when that payment will occur.**

**Exhibit 6**  
**Maryland’s Commitment to Metro Matters**  
**Fiscal 2005-2010**  
**(\$ in Millions)**

	<u>Actual 2005</u>	<u>Actual 2006</u>	<u>Actual 2007</u>	<u>Actual 2008</u>	<u>Est. 2009</u>	<u>Est. 2010</u>	<u>Total Funding to Date</u>	<u>Funds to Be Expended by Fiscal 2010</u>	<u>Unpaid Metro Matters Commitment</u>
Special Funds	\$22.6	\$31.0	\$34.4	\$42.7	\$43.0	\$45.9	\$219.6	-	-
Federal Funds*	14.3	16.4	16.4	16.4	16.4	16.4	96.3	-	-
<b>Total Maryland Share</b>	<b>\$36.9</b>	<b>\$47.4</b>	<b>\$50.8</b>	<b>\$59.1</b>	<b>\$59.4</b>	<b>\$62.3</b>	<b>\$315.9</b>	<b>\$329.4</b>	<b>\$13.5</b>

\*Maryland’s share of Congestion Mitigation/Air Quality funding.

Source: Maryland Department of Transportation; Department of Legislative Services

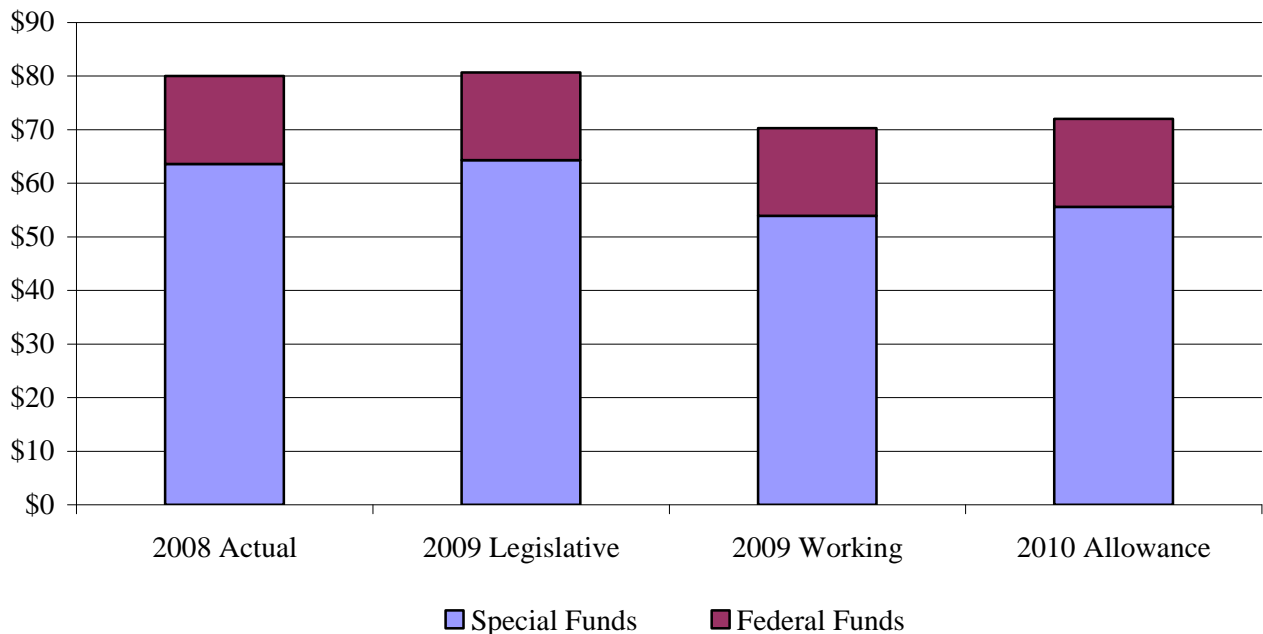
As indicated, the Metro Matters agreement is set to expire in fiscal 2010. The 2009-2014 CTP provides funding through fiscal 2014 for Metro Matters despite there not being an agreement in place for how future funds may be used. It appears that any future Metro Matters agreements would be in addition to the \$3.0 billion over 10 years WMATA is set to receive from the federal government and local jurisdictions. This will be discussed further in Issue 1. **DLS recommends that WMATA and MDOT discuss with the budget committees the capital needs of WMATA and if a second Metro Matters agreement is being planned and what it might cost the State.**

## Fiscal 2009 and 2010 Cash Flow Analysis

As shown in **Exhibit 7**, the fiscal 2009 working appropriation decreases \$10.5 million compared to the legislative appropriation due to reductions in the Metro Matters program.

The fiscal 2010 allowance increases \$1.8 million due to cash flow increases in the Metro Matters program.

**Exhibit 7**  
**Cash Flow Changes**  
**Fiscal 2008-2010**  
**(\$ in Millions)**



Source: Maryland Department of Transportation, 2009-2014 *Consolidated Transportation Program*

## Federal Stimulus Funding

WMATA will receive stimulus funding for transit related capital projects. In fall 2008, WMATA identified approximately \$530 million in capital projects for an economic stimulus. The projects were broken into categories such as vehicle and vehicle parts, maintenance facilities, passenger facilities, and maintenance and repair equipment. At that time, the projects that were identified were projects that could be implemented within 90 days of funding being made available, eligible for federal funding, and projects that would not move ahead otherwise. **DLS recommends that WMATA discuss with the budget committees how it intends to use stimulus funding.**

## ***Issues***

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### **1. Additional Capital Funding for WMATA**

On October 1, 2008, Congress passed House Resolution 2095 which included a provision to authorize \$1.5 billion in federal funding for WMATA over 10 years for capital improvements. The bill requires each compact jurisdiction to meet certain policy objectives for the funding to be available. State legislation has been introduced at the 2009 session to meet the policy objectives of the federal legislation; however, there are policy concerns regarding the funding.

#### **Legislative Requirements**

WMATA is currently governed by three governmental entities (Maryland, Virginia, and the District of Columbia) with the federal government soon to be a governing entity. An interstate compact agreement was signed by each entity in 1967 to create WMATA. Each jurisdiction's legislative body then passed identical legislation creating a governing framework for WMATA. For WMATA to receive federal funding, the compact agreement must be identically amended by all three jurisdictions to reflect the following:

- **Dedicated Funding Sources:** Any matching payments from the compact jurisdictions are required to come from “dedicated funding sources.” A dedicated funding source is defined as “earmarked or required to be used to match federal appropriations for payments to WMATA.” MDOT, working with Congress, has interpreted this to mean that the TTF is a dedicated funding source because revenues are earmarked to the TTF for that sole purpose.
- **New Office of Inspector General:** An Office of Inspector General at WMATA is to be created similar to the model used in federal agencies to provide an additional layer of oversight.
- **New Governance Structure:** Due to the increased level of federal funding, four (two voting and two non-voting federal members) will be added to WMATA's Board of Directors.

House Bill 572 and Senate Bill 915 have been introduced in the 2009 session to reflect the requirements of the federal legislation. Of note is that the language regarding the dedicated funding source is written such that Maryland will only match dedicated funds up to the level appropriated by the federal government. If the level appropriated is less than originally planned, then MDOT will match to the reduced funding level. Currently the 2009-2014 CTP includes \$50 million annually beginning in fiscal 2011 to match the federal requirements.

Virginia and the District of Columbia will also need to adopt legislation that mirrors Maryland's legislation. Virginia has a requirement that it has to match available federal funds, so it feels that it is sufficient for the dedicated match. The District of Columbia will dedicate a portion of the sales tax to WMATA to meet federal requirements.

## **Issues**

There are several issues that the legislature should consider:

- **Federal Funding Certainty:** The \$1.5 billion in federal funds is only an authorization for funding. Each year Congress is required to appropriate a share of \$150.0 million to WMATA. Given the increasing federal budgetary pressures, there is cause for concern that the funding may not be appropriated in a given fiscal year. The legislation is written such that the compact jurisdictions only need to match the federal funds actually appropriated in a given year.
- **Funding Uses:** How WMATA intends to use this additional funding and the outputs that the compact jurisdictions and riders can expect are not clear.
- **Continued Capital Funding:** The Metro Matters campaign began in fiscal 2005 as a way to provide additional funding for capital related projects. That capital funding agreement is set to expire in fiscal 2010, and it is likely that a similar capital campaign will be requested. With the proposed additional \$3.0 billion in capital spending over the next 10 years, an important question moving forward is, what is an appropriate level for WMATA's capital program and how much will be Maryland's share?

**DLS recommends that WMATA and MDOT discuss the following with the budget committees:**

- **the legislative process for the compact agreement and any concerns MDOT may have; and**
- **how the additional funds will be used by WMATA and additional capital funding needs WMATA has that the State may be required to pay once the Metro Matters commitment is concluded.**

**DLS also recommends committee narrative be adopted requiring MDOT and WMATA to identify how any additional federal funds from the federal legislation will be used. In addition, the report should discuss the capital needs of WMATA and if a second Metro Matters campaign is necessary. Finally the report should include a discussion from MDOT as to what is an appropriate level of capital funding for WMATA.**

## ***Operating Budget Recommended Actions***

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1. Adopt the following narrative:

**Washington Metropolitan Area Transit Authority Budget Report:** Thirty days after the Washington Metropolitan Area Transit Authority’s (WMATA) Board of Directors has adopted a fiscal 2010 budget, WMATA and the Maryland Department of Transportation (MDOT) shall submit a report to the budget committees that explains what actions were taken to resolve the \$154.0 million budget deficit identified by WMATA. The report shall include any information on service cuts made in the budget or fare increases and how they will impact riders. Finally, if WMATA increases the local subsidy payment, MDOT should indicate its share of the funding and what impact the funding increase will have on the department’s financial forecast.

<b>Information Request</b>	<b>Authors</b>	<b>Due Date</b>
Budget report	WMATA MDOT	30 days after board adopts fiscal 2010 budget

## ***PAYGO Budget Recommended Actions***

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1. Adopt the following narrative:

**Capital Budget Needs and Expenditures:** The Washington Metropolitan Area Transit Authority (WMATA) is expected to receive \$3.0 billion in additional funding over the next 10 years from the federal government and compact jurisdictions. WMATA should provide a report to the budget committees indicating how WMATA intends to spend the \$3.0 billion. In addition, with the expiration of the Metro Matters agreement in fiscal 2010, WMATA should discuss its broader capital needs and the need for a second Metro Matters campaign. Finally, the Maryland Department of Transportation should also discuss what is an appropriate level of capital funding for WMATA given the other capital needs in the State.

<b>Information Request</b>	<b>Authors</b>	<b>Due Date</b>
Report of the Capital Budget Needs and Expenditures	WMATA MDOT	November 13, 2009

***Current and Prior Year Budgets***

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

	<b><u>General Fund</u></b>	<b><u>Special Fund</u></b>	<b><u>Federal Fund</u></b>	<b><u>Reimb. Fund</u></b>	<b><u>Total</u></b>
<b>Fiscal 2008</b>					
Legislative Appropriation	\$0	\$191,185	\$0	\$0	\$191,185
Deficiency Appropriation	0	0	0	0	0
Budget Amendments	0	1,844	0	0	1,844
Reversions and Cancellations	0	-3	0	0	-3
<b>Actual Expenditures</b>	<b>\$0</b>	<b>\$193,026</b>	<b>\$0</b>	<b>\$0</b>	<b>\$193,026</b>
<b>Fiscal 2009</b>					
Legislative Appropriation	\$0	\$213,300	\$0	\$0	\$213,300
Cost Containment	0	0	0	0	0
Budget Amendments	0	0	0	0	0
<b>Working Appropriation</b>	<b>\$0</b>	<b>\$213,300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$213,300</b>

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

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**Fiscal 2008**

Actual expenditures totaled \$193.0 million, an increase of \$1.8 million from the legislative appropriation. A budget amendment of \$1.8 million was processed to cover a funding shortfall in the operating subsidy; however, there was a cancellation of \$3,000 due to operating expenditures being slightly less than expected.

**Fiscal Summary**  
**MDOT – Washington Metropolitan Area Transit Authority**

<u>Program/Unit</u>	<u>FY08 Actual</u>	<u>FY09 Wrk Approp</u>	<u>FY10 Allowance</u>	<u>Change</u>	<u>FY09 - FY10 % Change</u>
2040 Unknown Title	\$ 193,026,097	\$ 213,300,000	\$ 215,150,000	\$ 1,850,000	0.9%
2050 Unknown Title	79,974,747	70,270,000	72,041,000	1,771,000	2.5%
<b>Total Expenditures</b>	<b>\$ 273,000,844</b>	<b>\$ 283,570,000</b>	<b>\$ 287,191,000</b>	<b>\$ 3,621,000</b>	<b>1.3%</b>
Special Fund	\$ 256,600,844	\$ 267,170,000	\$ 270,791,000	\$ 3,621,000	1.4%
Federal Fund	16,400,000	16,400,000	16,400,000	0	0%
<b>Total Appropriations</b>	<b>\$ 273,000,844</b>	<b>\$ 283,570,000</b>	<b>\$ 287,191,000</b>	<b>\$ 3,621,000</b>	<b>1.3%</b>

Note: The fiscal 2009 appropriation does not include deficiencies. The fiscal 2010 allowance does not include contingent reductions.

**Budget Amendments for Fiscal 2009**  
**Maryland Department of Transportation**  
**Washington Metropolitan Area Transit Authority – Operating**

<b><u>Status</u></b>	<b><u>Amendment</u></b>	<b><u>Fund</u></b>	<b><u>Justification</u></b>
Projected	-\$1,000,000	Special	Fiscal 2009 Cost Containment reductions to align with the department's financial plan.

Source: Maryland Department of Transportation

**Budget Amendments for Fiscal 2009**  
**Maryland Department of Transportation**  
**Washington Metropolitan Area Transit Authority – Operating**

<u>Status</u>	<u>Amendment</u>	<u>Fund</u>	<u>Justification</u>
Projected	-\$10,471,000	Special	Adjusts the working appropriation to agree with the anticipated expenditures as reflected in the fiscal 2009 to 2014 Final <i>Consolidated Transportation Program</i> .

Source: Maryland Department of Transportation