

# Fund 30000: Metro Operations and Construction

## FUND STATEMENT

Category	FY 2022 Estimate	FY 2022 Actual	Increase (Decrease) (Col. 2-1)	FY 2023 Adopted Budget Plan	FY 2023 Revised Budget Plan	Increase (Decrease) (Col. 5-4)
<b>Beginning Balance</b>	<b>\$1,018,329</b>	<b>\$1,018,329</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,177,174</b>	<b>\$12,177,174</b>
<b>Revenue:</b>						
<b>Revenue Applied to Operating Budget:</b>						
State Aid	\$107,053,200	\$57,444,329	(\$49,608,871)	\$107,088,072	\$99,088,072	(\$8,000,000)
Gas Tax Revenue	10,000,000	7,751,050	(2,248,950)	12,000,000	20,000,000	8,000,000
<b>Subtotal - State/Gas Revenue, Operating</b>	<b>\$117,053,200</b>	<b>\$65,195,379</b>	<b>(\$51,857,821)</b>	<b>\$119,088,072</b>	<b>\$119,088,072</b>	<b>\$0</b>
<b>Revenue Applied to Capital Budget:</b>						
State Aid Applied to Metro Capital	\$2,154	\$3,398,948	\$3,396,794	\$0	\$0	\$0
State Aid Applied to Metro Debt Service	0	2,807,606	2,807,606	0	0	0
<b>Subtotal - State/Gas Revenue, Capital</b>	<b>\$2,154</b>	<b>\$6,206,554</b>	<b>\$6,204,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>County Revenue:</b>						
County Bond Sales <sup>1</sup>	\$40,981,671	\$41,000,000	\$18,329	\$42,000,000	\$29,914,647	(\$12,085,353)
<b>Total Revenue, All Sources</b>	<b>\$158,037,025</b>	<b>\$112,401,933</b>	<b>(\$45,635,092)</b>	<b>\$161,088,072</b>	<b>\$149,002,719</b>	<b>(\$12,085,353)</b>
<b>Transfers In:</b>						
General Fund (10001)	\$38,337,366	\$38,337,366	\$0	\$47,428,277	\$47,428,277	\$0
General Fund Applied to Debt Service (10001)	5,613,058	5,613,058	0	5,617,993	5,617,993	0
<b>Total Transfers In</b>	<b>\$43,950,424</b>	<b>\$43,950,424</b>	<b>\$0</b>	<b>\$53,046,270</b>	<b>\$53,046,270</b>	<b>\$0</b>
<b>Total Available:</b>	<b>\$203,005,778</b>	<b>\$157,370,686</b>	<b>(\$45,635,092)</b>	<b>\$214,134,342</b>	<b>\$214,226,163</b>	<b>\$91,821</b>
<b>Expenditures:</b>						
<b>Operating Expenditures</b>						
Bus Operating Subsidy <sup>2</sup>	\$56,281,067	\$62,089,220	\$5,808,153	\$60,349,069	\$79,728,343	\$19,379,274
Rail Operating Subsidy	76,055,496	67,380,517	(8,674,979)	81,552,796	63,349,320	(18,203,476)
ADA Paratransit - Metro	19,774,429	23,333,991	3,559,562	21,203,727	20,027,929	(1,175,798)
<b>Subtotal - Operating Subsidy</b>	<b>\$152,110,992</b>	<b>\$152,803,728</b>	<b>\$692,736</b>	<b>\$163,105,592</b>	<b>\$163,105,592</b>	<b>\$0</b>
CRRSAA Credit <sup>3</sup>	\$0	(\$21,383,788)	(\$21,383,788)	\$0	\$0	\$0
ARPA Credit <sup>3</sup>	0	(36,210,860)	(36,210,860)	0	0	0
<b>Subtotal - Credits</b>	<b>\$0</b>	<b>(\$57,594,648)</b>	<b>(\$57,594,648)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Operating Subsidy- Credits Applied</b>	<b>\$152,110,992</b>	<b>\$95,209,080</b>	<b>(\$56,901,912)</b>	<b>\$163,105,592</b>	<b>\$163,105,592</b>	<b>\$0</b>
<b>Capital Expenditures</b>						
Metro Capital	\$42,000,000	\$41,089,646	(\$910,354)	\$42,000,000	\$42,091,821	\$91,821
Metro Capital Debt Service	5,615,212	5,615,212	0	5,617,993	5,617,993	0
<b>Subtotal - Capital Subsidy</b>	<b>\$47,615,212</b>	<b>\$46,704,858</b>	<b>(\$910,354)</b>	<b>\$47,617,993</b>	<b>\$47,709,814</b>	<b>\$91,821</b>
<b>Total Operating and Capital Subsidy</b>	<b>\$199,726,204</b>	<b>\$141,913,938</b>	<b>(\$57,812,266)</b>	<b>\$210,723,585</b>	<b>\$210,815,406</b>	<b>\$91,821</b>

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Applied NVTC State Aid and Gas Tax to Operating	(\$117,053,200)	(\$65,195,379)	\$51,857,821	(\$119,088,072)	(\$119,088,072)	\$0
Applied NVTC State Aid to Debt Service	0	(2,807,606)	(2,807,606)	0	0	0
Applied NVTC State Aid and Gas Tax to Capital	(2,154)	(3,398,948)	(3,396,794)	0	0	0
<b>Total Expenditures, County</b>	<b>\$82,670,850</b>	<b>\$70,512,005</b>	<b>(\$12,158,845)</b>	<b>\$91,635,513</b>	<b>\$91,727,334</b>	<b>\$91,821</b>
<b>Transfers Out:</b>						
County Transit Systems (40000)	\$3,279,574	\$3,279,574	\$0	\$3,410,757	\$3,410,757	\$0
<b>Total Transfers Out</b>	<b>\$3,279,574</b>	<b>\$3,279,574</b>	<b>\$0</b>	<b>\$3,410,757</b>	<b>\$3,410,757</b>	<b>\$0</b>
<b>Total Disbursements</b>	<b>\$203,005,778</b>	<b>\$145,193,512</b>	<b>(\$57,812,266)</b>	<b>\$214,134,342</b>	<b>\$214,226,163</b>	<b>\$91,821</b>
<b>Ending Balance<sup>4</sup></b>	<b>\$0</b>	<b>\$12,177,174</b>	<b>\$12,177,174</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<sup>1</sup> The sale of bonds is presented here for planning purposes only. Actual bond sales are based on cash needs in accordance with Board policy. In January 2022, bond proceeds of \$41 million were generated as part of the Series 2022A from the 2020 Transportation bond. The ending authorized but unissued balance from the 2020 Transportation bond is \$106.24 million.

<sup>2</sup> The Bus Operating Subsidy includes the Student Bus Pass Program, which provides free bus rides to Fairfax County High School and Middle School students.

<sup>3</sup> WMATA offset the County's jurisdictional subsidy by \$21,383,788 from remaining federal Coronavirus Response and Relief Supplemental Appropriations Act (CRSSAA) funds and \$36,210,860 in American Rescue Plan Act (ARPA) funds.

<sup>4</sup> The ending balance in Fund 30000, Metro Operations and Construction, varies from year to year and is primarily related to differences between the preliminary budget presented by the WMATA General Manager and WMATA's Adopted Budget.