

Fund 30000: Metro Operations and Construction

FUND STATEMENT

Category	FY 2019 Actual	FY 2020 Adopted Budget Plan	FY 2020 Revised Budget Plan	FY 2020 Third Quarter Estimate	Increase (Decrease) (Col. 5-4)
Beginning Balance	(\$330)	\$0	\$12,123,905	\$12,123,905	\$0
Revenue:					
Revenue Applied to Operating Expenses:					
State Aid	\$108,402,756	\$100,384,275	\$100,449,275	\$100,449,275	\$0
Gas Tax Revenue	18,407,371	20,000,000	20,000,000	20,000,000	0
Interest on NVTC Balances	1,039,441	0	0	0	0
Subtotal - State/Gas Revenue, Operating	\$127,849,568	\$120,384,275	\$120,449,275	\$120,449,275	\$0
Revenue Applied to Capital Expenses:					
Bond Premium Credits at Metro	\$11,601,641	\$0	\$0	\$0	\$0
Subtotal - State/Gas Revenue, Capital	\$11,601,641	\$0	\$0	\$0	\$0
County Revenue:					
County Bond Sales ¹	\$24,313,000	\$25,000,000	\$39,800,000	\$39,800,000	\$0
Subtotal - County Revenue	\$24,313,000	\$25,000,000	\$39,800,000	\$39,800,000	\$0
Total Revenue	\$163,764,209	\$145,384,275	\$160,249,275	\$160,249,275	\$0
Transfers In:					
General Fund (10001)	\$14,995,098	\$38,339,443	\$38,339,443	\$38,339,443	\$0
General Fund Applied to Debt Service (10001)	5,700,000	5,610,981	5,610,981	5,610,981	0
Consolidated County and Schools Debt Service (20000) ²	12,100,000	0	0	0	0
Contributed Roadway Improvements (30040) ³	198,985	192,152	192,152	192,152	0
Total Transfers In	\$32,994,083	\$44,142,576	\$44,142,576	\$44,142,576	\$0
Total Available	\$196,757,962	\$189,526,851	\$216,515,756	\$216,515,756	\$0
Expenditures:					
Operating Expenditures					
Bus Operating Subsidy ⁴	\$63,105,770	\$71,706,511	\$75,536,411	\$75,536,411	\$0
Rail Operating Subsidy	62,230,154	68,588,836	72,417,436	72,417,436	0
ADA Paratransit - Metro	14,883,800	15,588,372	20,118,777	20,118,777	0
Subtotal - Operating Expenditures	\$140,219,724	\$155,883,719	\$168,072,624	\$168,072,624	\$0
Capital Construction Expenditures					
Metro Capital	\$35,890,407	\$25,000,000	\$39,800,000	\$39,800,000	\$0
Metro Capital Debt Service	5,608,396	5,610,981	5,610,981	5,610,981	0
Total County Capital Construction Subsidy	\$41,498,803	\$30,610,981	\$45,410,981	\$45,410,981	\$0
Total Operating and Capital Subsidy	\$181,718,527	\$186,494,700	\$213,483,605	\$213,483,605	\$0

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Applied Support					
Applied NVTC State Aid and Gas Tax to Operating	(\$126,810,127)	(\$120,384,275)	(\$120,449,275)	(\$120,449,275)	\$0
Applied Interest at NVTC to Operating	(1,039,441)	0	0	0	0
Applied Bond Premium Credits at Metro	(11,601,641)	0	0	0	0
Total Expenditures, County	\$42,267,318	\$66,110,425	\$93,034,330	\$93,034,330	\$0
Transfers Out:					
County Transit Systems (40000)	\$2,915,530	\$3,032,151	\$3,032,151	\$3,032,151	\$0
Total Transfers Out	\$2,915,530	\$3,032,151	\$3,032,151	\$3,032,151	\$0
Total Disbursements, NVTC and County	\$184,634,057	\$189,526,851	\$216,515,756	\$216,515,756	\$0
Ending Balance⁵	\$12,123,905	\$0	\$0	\$0	\$0

¹ The sale of bonds is presented here for planning purposes only. Actual bond sales are based on cash needs in accordance with Board policy. On November 8, 2016, the voters approved a \$120 million Transportation Bond. In January 2020, an amount of \$32.5 million was sold (Series 2020A), leaving a balance of \$19.1 million in authorized but unissued bonds for this fund.

² A Transfer In of \$12,100,000 from Fund 20000, Consolidated County and Schools Debt Service, was approved in the *FY 2019 Third Quarter Review* to reflect payments for the County's share of retroactive collective bargaining payments (\$7,600,000) and contract increase with Metro Access for Paratransit Services (\$4,500,000).

³ FY 2020 transfer of \$192,152 from Fund 30040, Contributed Roadway Improvements, supports Metro shuttle bus service in the Franconia-Springfield area. The transfer is based on actual receipts in the previous fiscal year and may fluctuate as proffer revenue changes.

⁴ Expenditures for the Bus Operating Subsidy include continuing annual support of the Springfield Circulator service.

⁵ 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.