



Finance and Capital Committee

Action Item IV-A

May 14, 2020

**FY2020 Budget Update and
Revised FY2021 Budget Recommendation**

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

Action Information

MEAD Number:
202170

Resolution:
 Yes No

TITLE:

FY20 Budget Update and FY21 Budget Revision

PRESENTATION SUMMARY:

Staff will review the FY2020 and FY2021 Operating Budgets in light of COVID-19 pandemic and recommend budget adjustments to the FY2021 Operating Budget to balance the budget in light of the effects of the COVID-19 pandemic on revenues and expenses. In addition, staff will provide an update to Capital Budget forecasts for FY2020 and FY2021.

PURPOSE:

Request Board approval to amend the FY2021 Budget, including deferring FY2021 fare and service changes for six months, to balance the budget in light of the effects of the COVID-19 pandemic on revenues and expenses and reduce subsidy needs. Staff will also provide updates on COVID-19 impacts to Metro's essential infrastructure investments in safety, service reliability, and state of good repair.

DESCRIPTION:

Identification of Parties with an interest in Metro's FY2021 Budget:
The following vendors are Metro's top non-personnel multi-year contractors through FY2020 and to date (\$500M). The vendors have contracts spanning through FY2021 as well.

- C3M Power Systems, LLC
- Gannett Fleming-Parsons Joint Venture II
- Kawasaki Rail Car Inc
- Kiewit Infrastructure Company
- Motorola Solutions Inc.
- Mott MacDonald I&E, LLC
- Mythics, Inc.
- New Flyer of America, Inc.
- Potomac Yard Constructors
- Transdev Services, Inc.

A full list of 2020 Procurement Awards is available at:

<https://www.wmata.com/business/procurement/solicitations/index.cfm#main-content>

Metro has labor agreements with the following collective bargaining units:

- Fraternal Order of Police/Metro Transit Police Labor Committee, Inc. (FOP)
- The Office and Professional Employees International Union Local No.2, AFL-CIO (Local 2)
- Local 639, International Brotherhood of Teamsters Law Enforcement Division (Local 639)
- Local Union 689 of the Amalgamated Transit Union, AFL-CIO (Local 689)
- Local 922, International Brotherhood of Teamsters (Local 922)

Key Highlights:

- The ongoing COVID-19 pandemic has significantly reduced Metro's ridership and revenue which are both expected to be significantly below budget going into FY2021
- In light of these pressures, staff propose deferring implementation of previously approved service and fare adjustments for six months, and taking additional management actions
- The proposed changes would reduce jurisdictional subsidy contributions by \$135 million and require Board approval and amendment of the FY2021 Budget
- The Capital program will be revised to:
 - Address personal safety requirements
 - Accelerate projects that can leverage low ridership/station closures
 - Accelerate safety and state of good repair projects while maintaining worker safety
- Staff is prepared to respond to Federal stimulus program if one materializes
- No revision to FY2020 or FY2021 Total Capital Budget is proposed at this time

Background and History:

On April 2, 2020, the Board approved the FY2021 Budget which included a \$2.08 billion operating budget and total subsidy requirements of \$1.25 billion. The budget included fare and service initiatives developed prior to the effects of the COVID-19 pandemic. As a result, budgeted revenue and expense amounts need to be adjusted to ensure that the Authority is able to balance its budget amidst a greatly reduced ridership outlook and a constrained funding environment.

Discussion:

Metro's ridership and associated revenues have seen significant declines in late FY2020 with Metrorail and Metrobus ridership decreasing by 94 and 78 percent respectively. Metro's recovery, like that of the overall region, is expected to be gradual as economic activity begins to be restored in phases.

As a result of the COVID-19 impact, Metro estimates that FY2021 revenue will be approximately \$386 million, a decrease of \$438 million (53 percent) below the previously approved FY2021 budget. Due to the diminished ridership and revenue outlook, the recommended revised FY2021 Budget would defer all fare changes originally approved on April 2, 2020 for six months.

To reduce expenses, staff proposes a combination of measures that includes a service recovery plan and additional management actions. The service recovery plan will right-size service levels for current demand and will phase back service as conditions in the region warrant, resulting in an estimated \$20 million savings. Staff also proposes a six month deferment of the all fare and service changes originally approved on April 2, 2020. Additional Management actions through the implementation of a vacancy reduction program and optimizing materials and supplies usage would result in an additional \$25 million expense reduction. Combined, these initiatives would reduce the subsidy requirement by \$45 million.

Based on the projections, with the expected revenue decline, and the proposed expense reductions, Metro expects an additional funding need of \$412 million. At the same time, the funding jurisdictions have indicated similar budget pressures as COVID-19 has impacted local tax revenues. To mitigate this impact, staff proposes utilizing \$546.3 million of CARES Act funding in FY2021 to close Metro's budget shortfall and provide a one-time total subsidy credit of \$135 million allocated back to the funding jurisdictions, as compared to the original FY2021 budget approved on April 2, 2020.

Capital projects are moving forward again after personal protection measures recommended by the CDC were put in place in response to the COVID-19 outbreak. It is anticipated that these precautions, which include split shifts, social distancing, face coverings, and gloves will increase project costs while also delaying project delivery. Some projects, however, cannot move forward in compliance with CDC guidance. On the other hand, some projects that require station shut downs may be accelerated to take advantage of low ridership. After accounting for the increases and decreases in project delivery, it is anticipated that the FY20 Budget spend will be \$67 million under budget due to COVID-19 impacts on project delivery. Delayed activities are now expected to occur in FY2021.

FUNDING IMPACT:

FY 2021 Operating Budget is reduced from \$2.078 billion to \$2.052 billion to reflect \$438 million in revenue decrease due to historic low ridership and forecasted \$135 million decrease in total jurisdictional contributions with a credit of CARES Act funding.

TIMELINE:

Previous Actions	April 2020 – FY2021 Budget approved by Board of Directors – Board approval of CARES Act FY2020 allocation to jurisdictions
Anticipated actions after presentation	July 2020 - FY2021 begins January 2020 - Implementation of FY2021 fare and service changes

RECOMMENDATION:

Approval to amend the FY2021 Budget, including deferring FY2021 fare and service changes for six months, to balance the budget in light of the effects of the COVID-19 pandemic on revenues and expenses and reduce subsidy needs.

Fiscal Year 2020 Budget Update & Revised FY2021 Budget Recommendation

Finance and Capital Committee

May 14, 2020



Purpose

- Review financial impact of COVID-19, CARES Act Funding and Metro Recovery Plan on:
 - FY2020 Operating Budget
 - FY2021 Operating Budget and recommendations to reduce FY2021 Operating Subsidy Contributions
 - Capital Improvement Program Implementation

What Is WMATA's Service Strategy

- Crisis Response Transitioning to Stabilization
 - As presented in Metro Recovery Plan
- Key Elements
 - **Protect Employees**
 - **Protect Customers** by providing service that enables social distancing
 - **Stay Ahead of Demand** until vaccine or herd immunity makes social distancing unnecessary

What Metrorail Customers Can Expect

Stabilization

- 20 min headways
- Span:
 - Weekdays: 5 am – 9 pm
 - Weekends: 8 am - 9 pm
- Stations closed west of Ballston
- Cars 1 + 8 reopen *when appropriate*
- Implementation in Progress

What Metrobus Customers Can Expect

Stabilization

- Address current crowding
- Sunday-like service with adjustments based on ridership to date
- Sunday-only routes operated
- Span: 4 am – 11 pm
- Rear-door boarding, front of bus still isolated
- Implementation in Progress

What MetroAccess Customers Can Expect

Stabilization

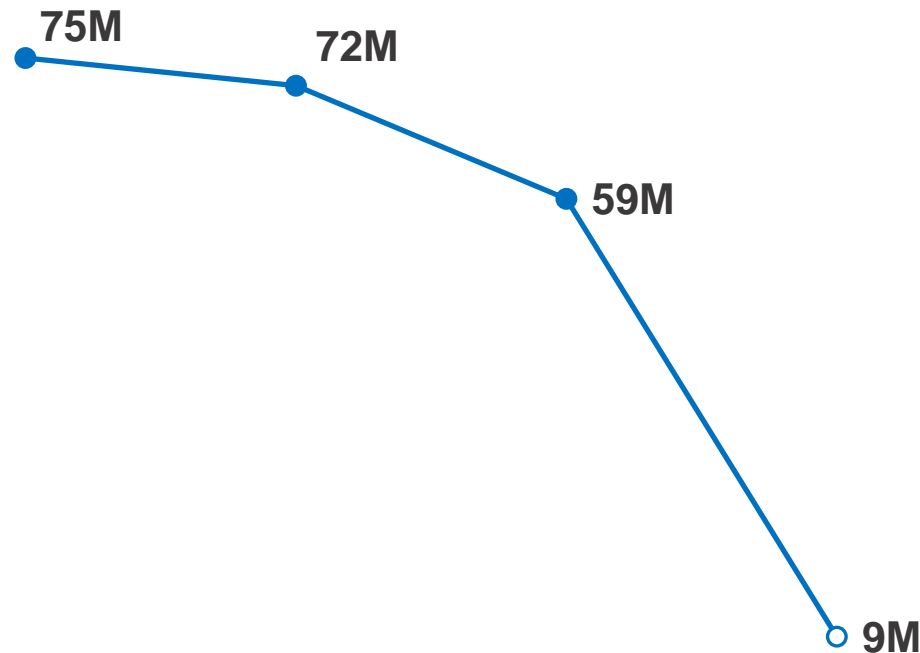
- Continue regular full weekday service (hours and service area)
- Greatly reduce shared-rides to promote social distancing
- Assign COVID-19 confirmed customer trips to third party provider
- Continue use of available sub-contracted taxis
- Increase use of services offered by the Abilities-Ride program

What Customers Can Expect – Capital Program

Stabilization

- Accelerating safety and state of good repair work
 - Marginal customer impact due to low ridership
 - Expand planned summer work while meeting new CDC guidance on safety protocols
- Customer impact
 - Continued connectivity via bus bridge when projects impact rail travel
 - Safer, more reliable system when customers return

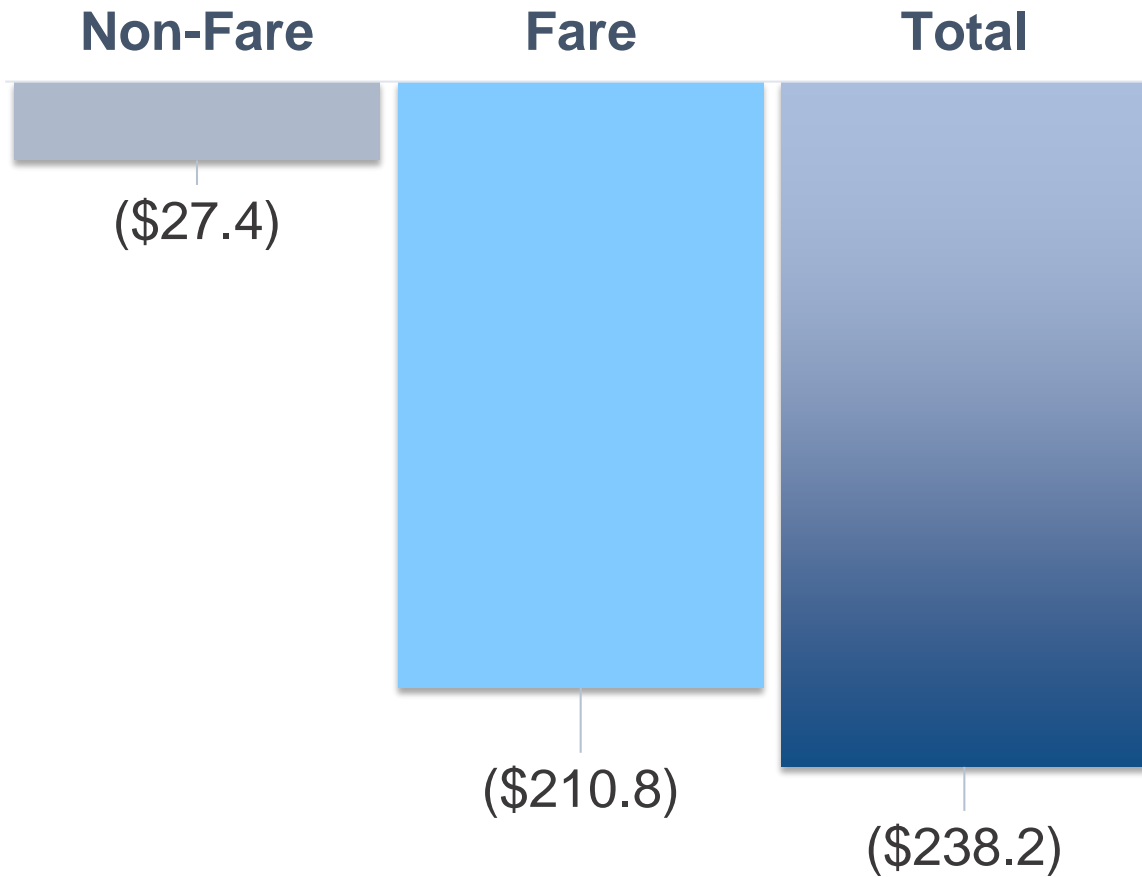
Ridership Decline of 88% from Q4 FY2020 Budget



- **Metrorail** 94% ↓
- **Metrobus** 78% ↓
- **MetroAccess** 69% ↓

FY20 Q1 FY20 Q2 FY20 Q3 FY20 Q4
▶ Actual ▶ Projected

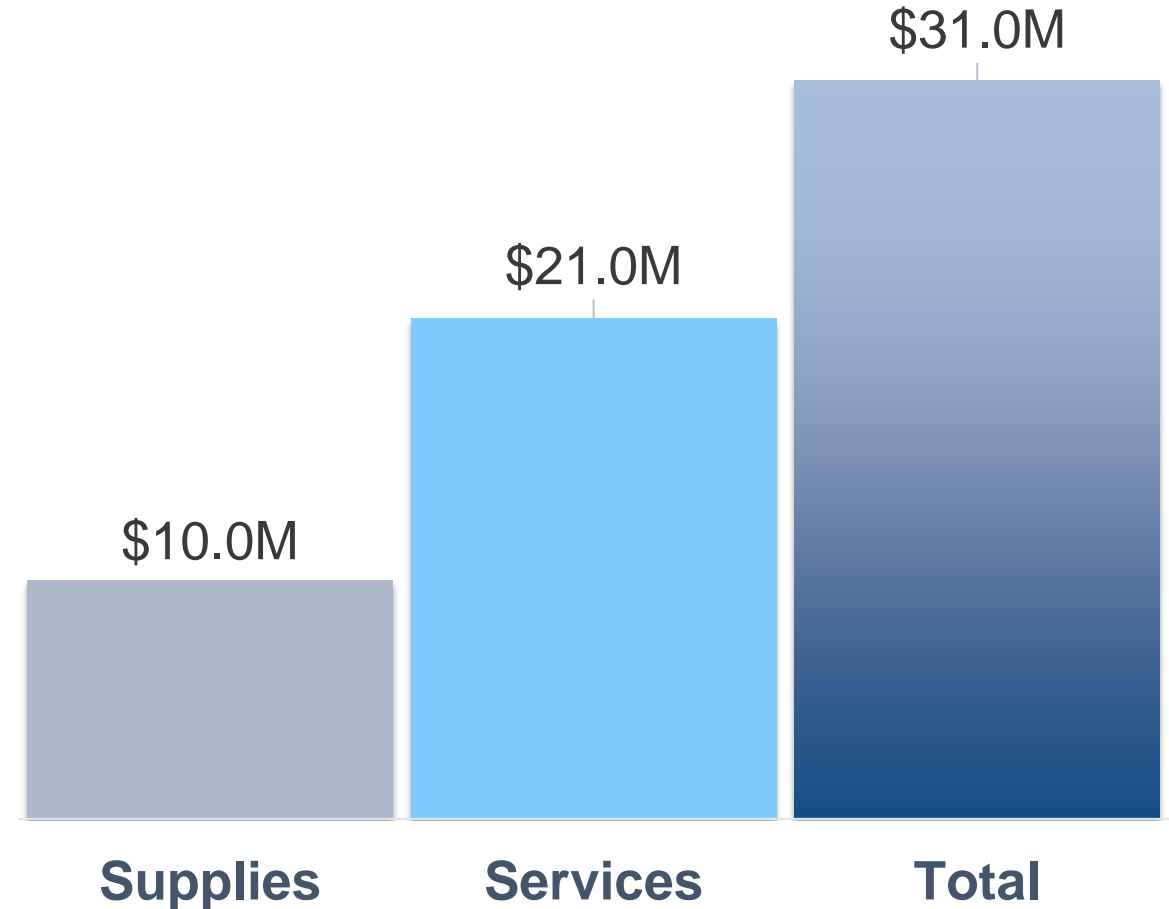
COVID-19 Reduced Operating Revenue by \$238M



- Significant ridership losses driven by stay-at-home policy
- Community fear of COVID-19 pandemic

COVID-19 Increased Operating Cost for Services and Supplies by \$31M

- Increased technology and janitorial expenses
- Increased costs for materials and supplies
- Major cost driver (labor) has remained constant



What Is WMATA's Financial Strategy

- Ensure balanced budget without additional subsidy contributions from jurisdictions
- Leverage operating expense efficiencies to reduce cost increases associated with COVID-19
- Use CARES Act funding reimbursement to eliminate operating revenue loss in FY2020

FY2020 Operating Revenues Dropped by \$238M compared to Budget

Revenue <i>(\$ in mils)</i>	FY2020 Budget	FY2020 Forecast	Change	
			\$	%
Fare Revenues	\$723.1	\$512.4	(\$210.8)	(29.1%)
Non-Fare Revenues	\$91.3	\$63.8	(\$27.4)	(30.1%)
Total	\$814.4	\$576.2	(\$238.2)	(29.2%)

Note: Amounts are rounded to nearest \$100,000, may not sum exactly

COVID-19 Will Increase FY2020 Operating Cost by \$31M for Services and Supplies

Expense <i>(\$ in mils)</i>	FY2020 Budget	Covid-19 Impact	FY Savings	FY2020 Forecast	Change	
					\$	%
Labor	\$1,311.1	\$0.0	(\$17.3)	\$1,293.8	(\$17.3)	(1.3%)
Non-Labor	\$628.7	\$31.0	(\$30.4)	\$629.3	\$0.6	0.1%
Total	\$1,939.9	\$31.0	(\$47.7)	\$1,923.1	(\$16.8)	(0.9%)

Note: Amounts are rounded to nearest \$100,000, may not sum exactly

CARES Act Funding Will Balance FY2020 Year-End Operating Budget

(\$ in mils)	FY2020 Budget	FY2020 Forecast ¹	Change	
			\$	%
Revenue	\$814.4	\$576.2	(\$238.2)	(29.2%)
Expense	\$1,939.9	\$1,923.1	(\$16.8)	(0.9%)
Gross Subsidy	\$1,125.5	\$1,346.9	\$221.4	19.7%
CARES Act		(\$221.4)	(\$221.4)	
Net Subsidy	\$1,125.5	\$1,125.5	\$0.0	0.0%

1. FY2020 Forecast includes \$31M of additional expense due to COVID-19 offset by Operating Budget favorability savings

COVID-19 Implications for the Capital Program

▪ Initial delays to project execution

- Implementation of measures to ensure safety (e.g., physical distancing)
- Limited availability of support personnel

▪ Mitigation measures

- New safety protocols in compliance with CDC guidance
 - Hand & tool washing requirements
 - Additional personal protective equipment based on the work
 - Social distancing on work site

▪ Opportunities to accelerate safety and state of good repair projects

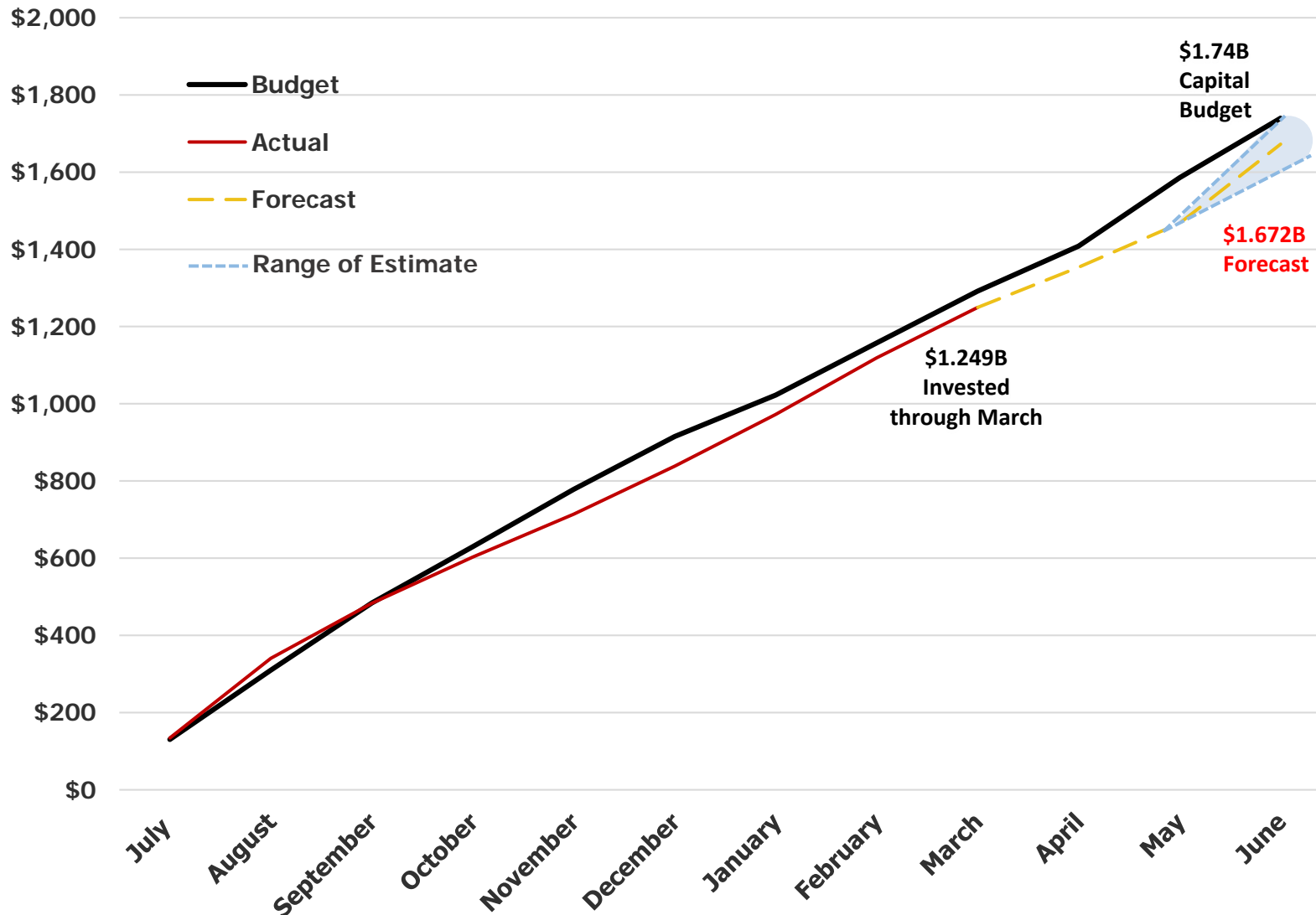
- Leveraging reduced ridership and service frequency to get work done sooner with lower customer impact
- Prioritizing projects that protect employees and customers and facilitates Metro's recovery

▪ Ongoing risks

- Workforce availability
- Productivity impacts
- Supply chain delays



FY2020 Capital Delivery Forecast \$1.672 billion



- Previous forecasts projected ending fiscal year ahead of budget
- Updated forecast reflects preliminary Covid-19 impact estimates

- Forecast to end the year below budget due to COVID-19 response and delays shifting delivery of some work into FY2021 including:
 - Track rehabilitation slowed due to modified A/B schedule
 - Delivery of fleet vehicles
 - Acquisition of land for Heavy Repair & Overhaul Facility expected in Q1/FY2021

Planned Investment, \$M	FY2020 Budget	FY2020 Forecast	Variance
Railcars	\$364	\$302	\$(63)
Rail Systems	\$239	\$242	\$4
Track & Structures	\$162	\$141	\$(20)
Stations & Passenger Facilities	\$527	\$619	\$93
Bus & Paratransit	\$176	\$144	\$(33)
Business Support	\$272	\$224	\$(48)
TOTAL	\$1,740	\$1,672	\$(67)

Notes: Expenditure forecast as of April 2020. Dollars in millions.

Revised FY2021 Budget Recommendation

Finance and Capital Committee

May 14, 2020



What Is WMATA's Service Strategy for FY2021

- Stabilization to Managed Re-Entry to Recovery
 - As presented in Metro Recovery Plan
- Key Elements
 - **Protect Employees**
 - **Protect Customers** by providing service that enables social distancing
 - **Stay Ahead of Demand** until vaccine or herd immunity makes social distancing unnecessary

What Metrorail Customers Can Expect

Managed Re-entry (*tentative*)

- *Start August-October 2020*
- *Doubled capacity from current state: 10 min frequency*
- *Span:*
 - *Weekdays: 5 am – 9 pm*
 - *Weekends: 7/8 am - 9 pm*
- *All stations open (depends on timing of completion of platform program west of Ballston)*

Recovery (*tentative*)

- *Start Spring 2021*
- *Ridership peaks emerging, evenings reviving*
- *Service near pre-pandemic levels, with peak service*
- *Span: 5 am - Midnight*

What Metrobus Customers Can Expect

Managed Re-entry (*tentative*)

- *Start August-October 2020*
 - *May be earlier than Rail*
- *All routes operating, but with*
 - *reduced combined headways*
 - *no extra peak service*
 - *local service (no limited stop)*
- *Span: 4 am -11 pm*
- *Rear door boarding (free bus)*

Recovery (*tentative*)

- *Start Spring 2021*
- *Full weekday service*
- *All routes operating*
- *Normal span*
- *Resume front-door boarding*
 - *Reviewing possible acceleration of rear door target installation to launch all-door boarding*

What MetroAccess Customers Can Expect

Managed Re-entry (*tentative*)

- *Start August-October 2020*
- *Reduce shared-rides*
- *Moderate use of sub-contracted taxi services*
- *Additional promotions for Abilities-Ride trips, including fare-free trips*

Recovery (*tentative*)

- *Start Spring 2021*
- *Return to scheduled shared-ride, fixed route equivalent time service*
- *Sub-Contracted taxis limited to hard-to-schedule trips and urgent projected late trips*
- *Abilities-Ride promotions offered to all customers with six or more regular weekly trips*

What Customers Can Expect – Capital Program

Managed Re-entry (*tentative*)

- *Continue accelerating safety and state of good repair work*
 - *Marginal customer impact due to continued low ridership*
 - *Expand planned summer work while meeting new safety protocols*
- *Customer impact*
 - *Continued connectivity via bus bridge when projects impact rail travel through completion of platform program and summer surges*
 - *Safer, more reliable system when customers return*

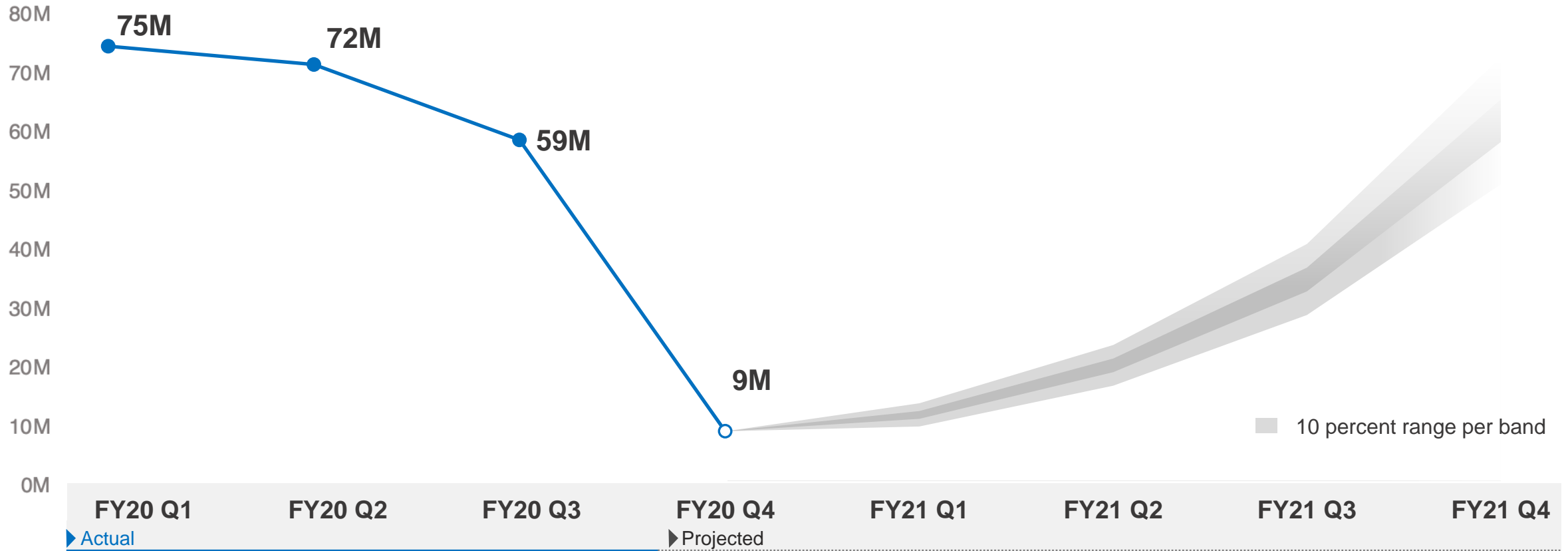
Recovery (*tentative*)

- *Est. start in Spring 2021*
- *Continue planned capital projects with advanced notice to customers and stakeholders*
- *Summer 2021 platform program to begin*
- *Connectivity via bus bridge when projects impact rail travel*

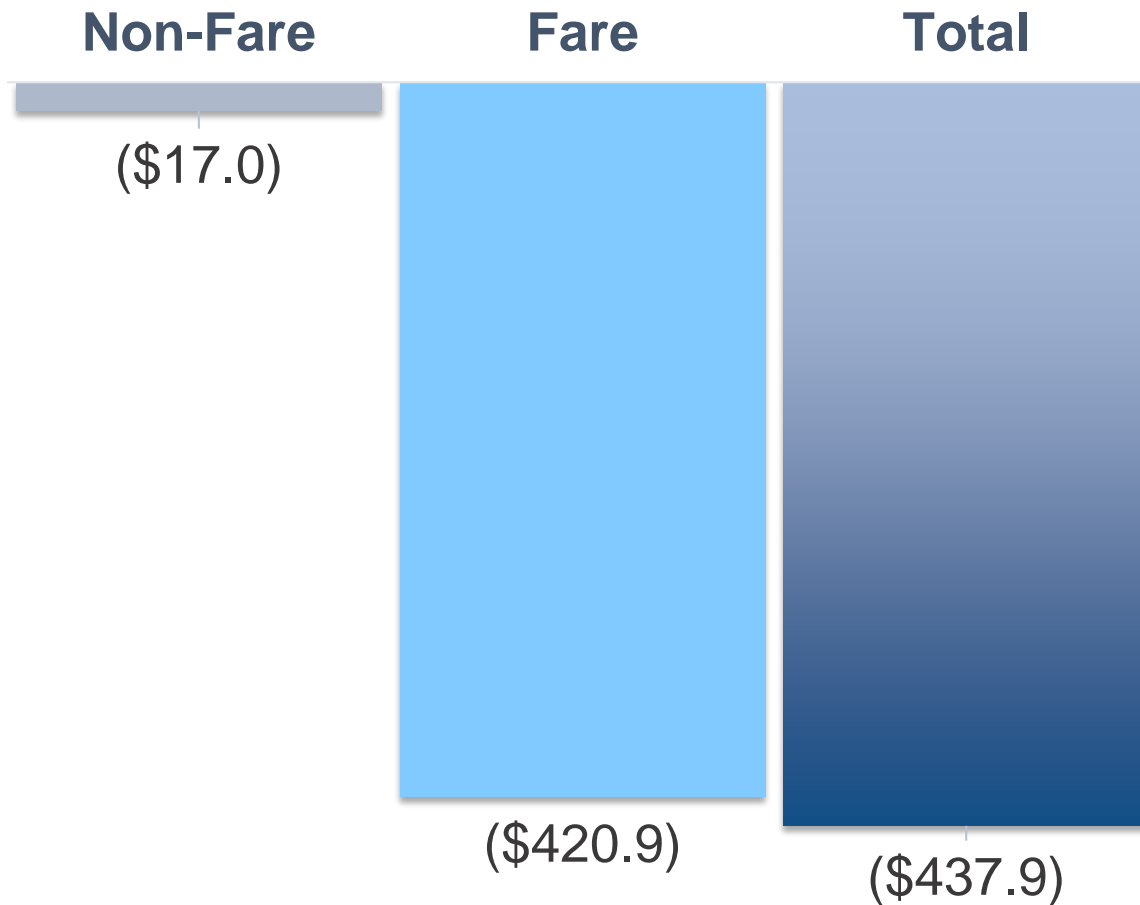
Deferral of FY2021 Service and Fare Changes for 6 Months

		Defer
Metrobus	Better Weekend Metrobus Service	✓
	Improve MetroExtra Service	✓
	Reduce Redundant and Less Productive Bus Service	✓
	Eliminate Metrobus Late Night Lifeline	✓
Metrorail	Better Weekend Metrorail Service	✓
	Restore Late Night Metrorail Service	✓
	Weekday Early Morning Metrorail Right-Sizing	✓
Fares	Fare Adjustments	✓

Ridership Is Projected to Come Back Gradually



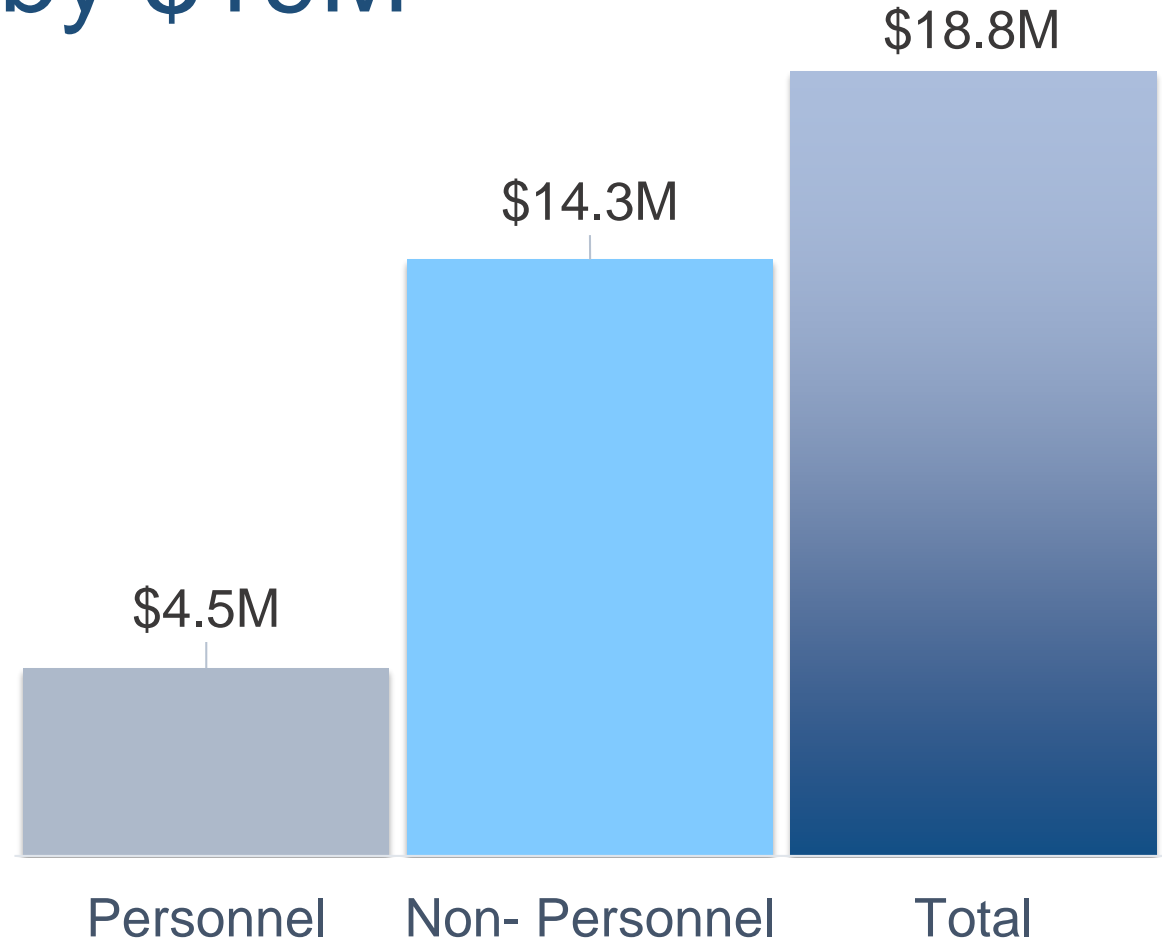
COVID-19 Reduce Operating Revenue by \$438M



- Recovery will be gradual with long tail
- Social distancing and public concern about pandemic
- Gradual return to work and major events

COVID-19 Increase Operating Cost for Labor, Materials and Supplies by \$19M

- Higher operating cost due to increase maintenance and safety
- Decreased cost for electricity and fuel
- Major cost driver (labor) projected to be stable



What Is WMATA's Financial Plan

- Ensure balanced budget without additional subsidy contributions from jurisdictions
- Implement additional management actions to reduce the impact associated with COVID-19
- Use remaining CARES Act funding reimbursement to eliminate operating revenue loss in FY2021
- Reduce Operating subsidy contributions where possible

Operating Revenues are Projected to Fall by \$438M in FY2021

Revenue <i>(\$ in mils)</i>	FY2021 Budget	FY2021 Revised	Change	
			\$	%
Fare Revenues	\$722.3	\$301.4	(\$420.9)	(58.3%)
Non-Fare Revenues	\$101.4	\$84.5	(\$17.0)	(16.7%)
Total	\$823.7	\$385.9	(\$437.8)	(53.2%)

Note: Amounts are rounded to nearest \$100,000, may not sum exactly

COVID-19 Will Increase FY2021 Operating Cost by \$19M for Labor, Materials and Supplies

Expense <i>(\$ in mils)</i>	FY2021 Budget	FY2021 Revised	Change	
			\$	%
Labor	\$1,387.9	\$1,392.4	\$4.5	0.3%
Non-Labor	\$682.1	\$696.4	\$14.3	2.1%
Total	\$2,070.0	\$2,088.8	\$18.8	0.9%

Note: Amounts are rounded to nearest \$100,000, may not sum exactly

Additional Management Actions will Reduce Subsidy Impact by \$45M

(\$ in millions)	Subsidy Impact
Service Recovery Plan	\$20.0
Management Actions	
Freeze Hiring/Vacancy Reduction	\$20.0
Defer Materials & Supplies Purchases	\$5.0
Total	\$45.0

Additional Management Actions and CARES Act will Reduce Subsidy and Balance FY2021 Operating Budget

\$ in mils	FY2021 Budget	FY2021 Forecast	Change	Management Actions	CARES Act	Revised Budget
Revenue	\$823.7	\$385.9	(\$437.8)	\$0.0	\$437.8	\$823.7
Expense	\$2,070.0	\$2,088.8	\$18.8	(\$45.0)	(\$108.5)	\$1,935.3
Net Subsidy	\$1,246.3	\$1,702.9	\$456.6	(\$45.0)	(\$546.3)	\$1,111.6

Note: Amounts are rounded to nearest \$100,000, may not sum exactly

Revised FY2021 Budget Reduces Operating Subsidy Requirement by \$139M

(\$ in mils)	Original Budget	Revised Budget	Change
Revenue	\$823.7	\$823.7	\$0.0
Expense	\$2,070.0	\$1,935.3	(\$134.7)
Subsidy	\$1,246.3	\$1,111.6	(\$134.7)

Note: Amounts are rounded to nearest \$100,000, may not sum exactly and remains subject to FTA reimbursement guidelines

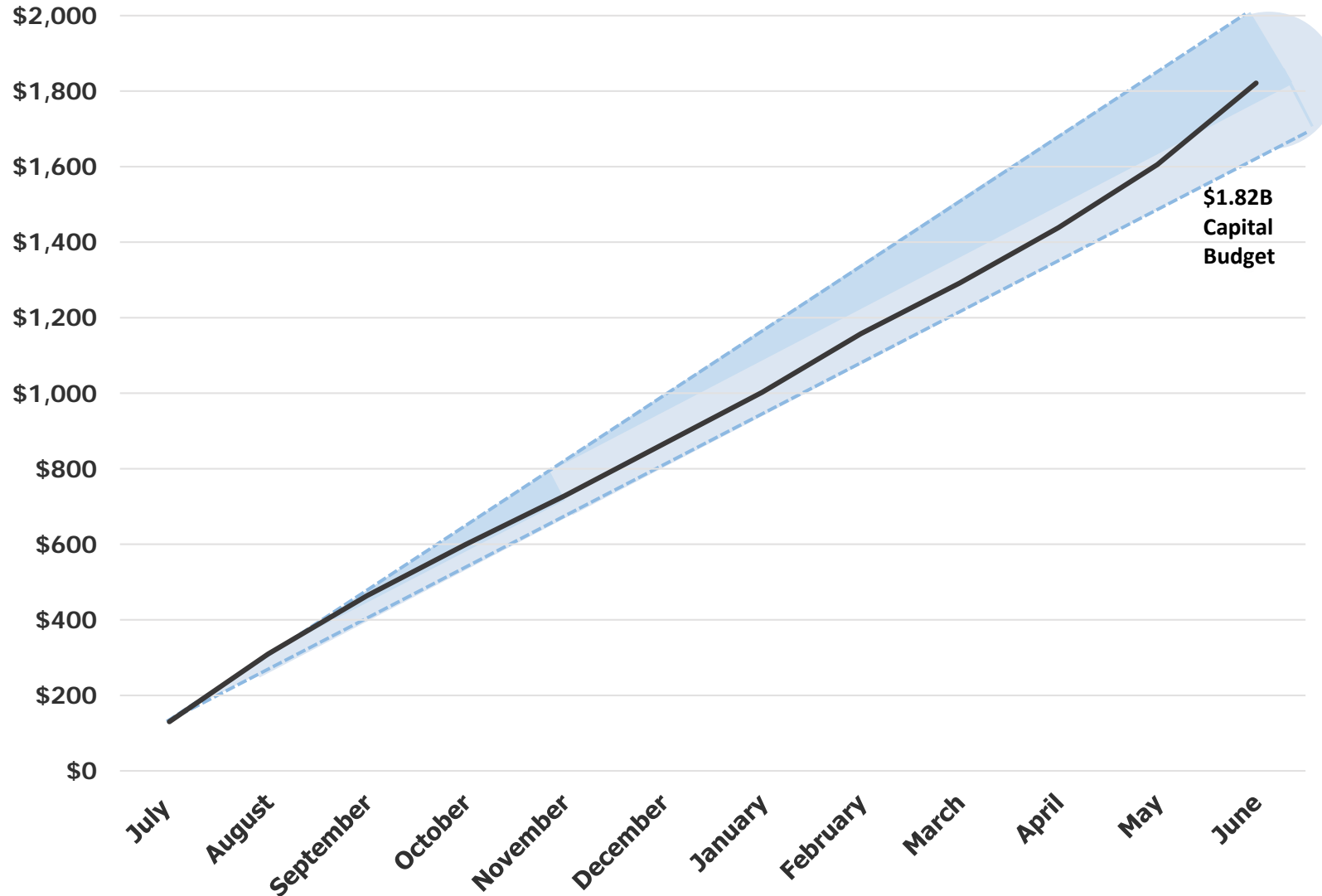
Jurisdictional Operating Subsidy and Forecasted Credit

	FY2021 Approved Subsidy ¹	Subsidy Credit	Net Subsidy	% Change from Approved
District of Columbia	\$447,971,141	\$48,811,720	\$399,159,420	(10.9%)
Montgomery County	\$205,730,298	\$22,123,248	\$183,607,050	(10.8%)
Prince George's County	\$270,146,243	\$29,557,725	\$240,588,518	(10.9%)
Maryland Subtotal	\$475,876,541	\$51,680,973	\$424,195,568	(10.9%)
City of Alexandria	\$51,655,824	\$5,565,233	\$46,090,591	(10.8%)
Arlington County	\$86,497,475	\$9,184,239	\$77,313,237	(10.6%)
City of Fairfax	\$2,993,482	\$317,152	\$2,676,330	(10.6%)
Fairfax County	\$172,285,295	\$18,412,445	\$153,872,850	(10.7%)
City of Falls Church	\$3,522,838	\$385,236	\$3,137,603	(10.9%)
Loudoun County	\$5,506,922	\$368,403	\$5,138,519	(6.7%)
Virginia Subtotal	\$322,461,837	\$34,232,708	\$288,229,129	(10.6%)
Total Contribution	\$1,246,309,519	\$134,725,401	\$1,111,584,118	(10.8%)

1. Approved April 2, 2020

FY2021 Capital Program

FY2021 Capital Budget \$1.82 billion



- Metro anticipates delivery of the FY2021 capital program with changes in the speed and sequencing of individual projects
- Potential factors driving higher forecast
 - Catch up completion of work delayed during Q4 FY2020 (e.g., bus and paratransit vehicle delivery)
 - Acceleration of projects requiring track access
- Potential factors driving lower forecast
 - Risk to crew ability to perform and gain access to sites
 - Supply chain or productivity issues for specific projects

Infrastructure Stimulus

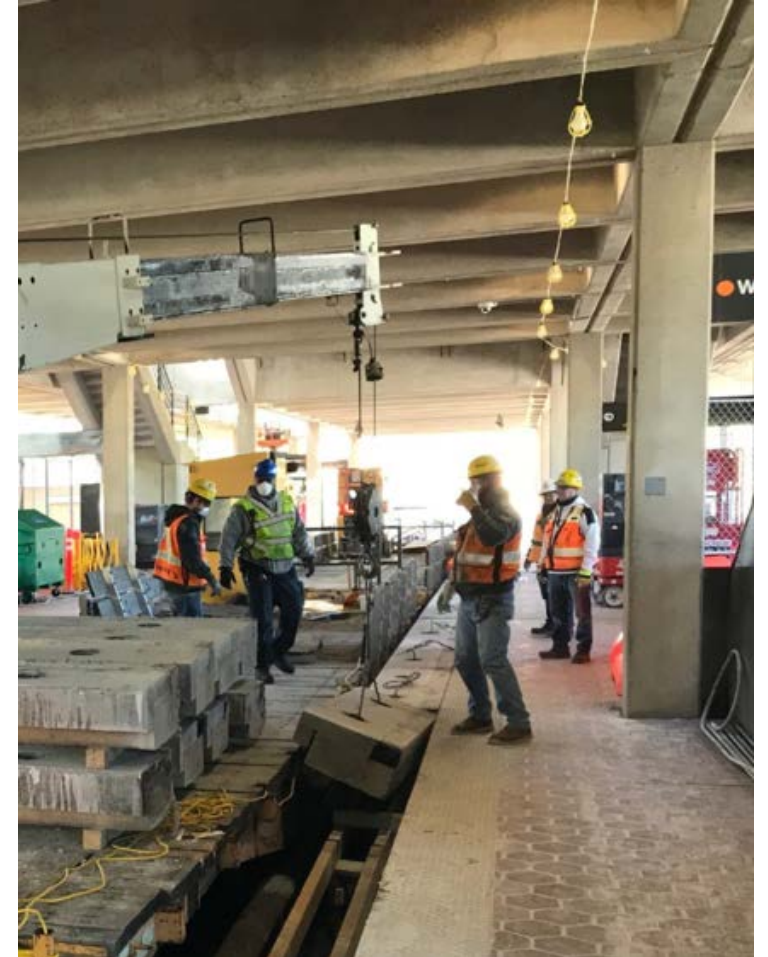
- **Ready to mobilize when infrastructure stimulus funding is available**
 - Unfunded capital needs to rehabilitate and modernize infrastructure
 - Support job creation

- **Metro has \$22.5 billion in capital needs over the next 10 years, including a \$5 billion backlog in state of good repair needs**
 - Current funding levels project leaving \$6.5 billion in needs unaddressed

- **Range of investments identified that could be accelerated and/or initiated and ramped up quickly**
 - Immediate Stimulus (\$1.3 billion): Initiatives with the potential to quickly create jobs on local and/or national level; with potential for contract award within 120 days
 - Transformative Investments (\$9.1 billion): Long-term large-scale investments in Metro's future; including high visibility projects of regional/national interest

Capital Program Next Steps

- Monitor ongoing developments and impact on the capital program
 - Continue implementation of measures to improve worker safety
 - Pursue opportunities to increase efficiency of delivery in the current environment
- Pursue re-authorization of federal dedicated funding (PRIIA)
- Advance readiness for potential federal infrastructure stimulus



West Falls Church

Recommendation

- Staff requests that the Board advocate for reauthorization of PRIIA and additional Federal Operating and Capital Support
- Staff recommends Board approval of revised FY2021 Operating Budget with the following changes:
 - Defer Fare and Service Initiatives

SUBJECT: AMENDMENT OF FISCAL YEAR 2021 OPERATING BUDGET AND CAPITAL BUDGET

RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, Pursuant to Resolution 2020-09, the Board adopted the fiscal year (FY) 2021 Operating Budget and Capital Budget, adopted service and fare changes, and reserved the right to reconsider implementation of various initiatives based on Metro's finances; and

WHEREAS, The Board wishes to amend Resolution 2020-09 because the coronavirus pandemic health emergency and various stay-at-home orders have adversely impacted regional economies and have resulted in significant Metro service and operational changes; and

WHEREAS, Further, the Board wishes to amend Resolution 2020-09 in light of the availability of the Coronavirus Aid Relief and Economic Security Act of 2020 (CARES Act) funding;

NOW, THEREFORE, be it

RESOLVED, That Attachments C (FY 2021 Operating Budget) and D (FY 2021 Summary of State/Local Operating Requirements) to Resolution 2020-09 are deleted in their entirety and replaced with new Attachments C and D hereto that reduce the FY 2021 Operating Budget from \$2.078 billion to \$2.052 billion, and reduce the total jurisdictional contributions from \$1.246 billion to \$1.112 billion with a credit of CARES Act funding, respectively; and be it further

RESOLVED, That implementation of the service changes and fare changes in Attachments E (service changes) and F (fare changes) to Resolution 2020-09 are deferred for six months from July 1, 2020, such that said service changes and fare changes will commence on or about January 1, 2021; and be it further

RESOLVED, That the Board reserves the right to further defer the service changes and fare changes in Attachments E (service changes) and F (fare changes) to Resolution

2020-09, as may be necessary and appropriate in light of the coronavirus pandemic health emergency and Metro's finances; and be it finally

RESOLVED, That this Resolution shall be effective 30 days after adoption in accordance with § 8(b) of the WMATA Compact.

Reviewed as to form and legal sufficiency,

/s/
Patricia Y. Lee
Executive Vice President and General Counsel

WMATA File Structure No.:
4.2.2. Fiscal Year budgets

PROPOSED

Attachment C



FY2021 REVISED OPERATING BUDGET

<i>(Dollars in Thousands)</i>	Total with REIMB	Subsidized Total	BUS	RAIL	ACCESS	REIMB
REVENUES						
Passenger	\$281,376	\$281,376	\$27,683	\$249,085	\$4,607	\$0
Parking	\$20,031	\$20,031	\$0	\$20,031	\$0	\$0
Advertising	\$33,342	\$33,342	\$8,326	\$25,016	\$0	\$0
Joint Development	\$14,528	\$11,423	\$0	\$11,423	\$0	\$3,106
Fiber Optics	\$14,766	\$14,083	\$0	\$14,083	\$0	\$684
Other	\$29,607	\$25,630	\$2,584	\$23,046	\$0	\$3,977
Total Revenues	\$393,649	\$385,883	\$38,593	\$342,683	\$4,607	\$7,766
EXPENSES						
Personnel	\$1,373,690	\$1,368,019	\$534,090	\$820,226	\$13,704	\$5,671
Services	\$399,583	\$397,912	\$70,342	\$158,209	\$169,361	\$1,671
Materials & Supplies	\$100,742	\$100,317	\$27,463	\$72,092	\$762	\$425
Fuel (Gas/Diesel/CNG)	\$26,939	\$26,939	\$17,553	\$3,684	\$5,702	\$0
Utilities & Propulsion	\$100,793	\$100,793	\$11,645	\$88,378	\$770	\$0
Casualty & Liability	\$32,260	\$32,260	\$8,786	\$22,890	\$584	\$0
Leases & Rentals	\$11,036	\$11,036	\$2,657	\$7,394	\$985	\$0
Miscellaneous	\$6,505	\$6,505	\$780	\$5,589	\$136	\$0
Total Expenses	\$2,051,549	\$2,043,783	\$673,317	\$1,178,462	\$192,004	\$7,766
Gross Subsidy	\$1,657,899	\$1,657,899	\$634,724	\$835,779	\$187,396	\$0
CARES Act	(\$546,315)	(\$546,315)	(\$150,248)	(\$371,034)	(\$25,034)	\$0
Net Subsidy	\$1,111,584	\$1,111,584	\$484,476	\$464,745	\$162,363	\$0

ATTACHMENT D: FY2021 Approved Operating Subsidy and Forecasted Credit and Net Subsidy

	FY2021 Approved Subsidy¹	Subsidy Credit	Net Subsidy	% Change from Approved
District of Columbia	\$447,971,141	\$48,811,720	\$399,159,420	(10.9%)
Montgomery County	\$205,730,298	\$22,123,248	\$183,607,050	(10.8%)
Prince George's County	\$270,146,243	\$29,557,725	\$240,588,518	(10.9%)
Maryland Subtotal	\$475,876,541	\$51,680,973	\$424,195,568	(10.9%)
City of Alexandria	\$51,655,824	\$5,565,233	\$46,090,591	(10.8%)
Arlington County	\$86,497,475	\$9,184,239	\$77,313,237	(10.6%)
City of Fairfax	\$2,993,482	\$317,152	\$2,676,330	(10.6%)
Fairfax County	\$172,285,295	\$18,412,445	\$153,872,850	(10.7%)
City of Falls Church	\$3,522,838	\$385,236	\$3,137,603	(10.9%)
Loudoun County	\$5,506,922	\$368,403	\$5,138,519	(6.7%)
Virginia Subtotal	\$322,461,837	\$34,232,708	\$288,229,129	(10.6%)
Total Contribution	\$1,246,309,519	\$134,725,401	\$1,111,584,118	(10.8%)

1. Approved April 2, 2020