



**Infographic**

# WMATA & Its Constant Need For Incentive

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The American Action Forum (@AAF) released a new infographic detailing the Washington Metro Area Transit Authority's (WMATA) funding in light of its budgetary difficulties. AAF research finds that while WMATA is one of the most expensive transit systems in the country it still manages to fall behind its counterparts when it comes to covering its costs. Many of WMATA's budgetary issues can be traced back to how the system is funded and the system's lack of financial incentives for performance.

Click [here](#) to read the analysis.









## WMATA & ITS CONSTANT NEED FOR INCENTIVE

**RD** The Washington Metropolitan Area Transportation Authority (WMATA) is in budget turmoil *yet again*. WMATA receives considerable federal funding via revenue raised by the federal gas tax, therefore it is not merely a local issue.

**BL**

**OR**

At \$300 million overbudget, WMATA is now having to entertain a series of fare hikes, service cuts, and subsidy requests to put the balance sheet back in order

\$618 per-capita WMATA is better funded than its peers, but is one of the **most expensive** transit systems in the U.S.

**What to Do**  
To improve WMATA's budget sustainability, there are **two big steps** that could be taken

**Step One**  
Raise fares on buses, or **scale back** deployment

**Step Two**  
Virginia, DC, and Maryland should establish a regional commission that will create **unified funding criteria** and recommend dedicated funding sources to replace poorly designed taxes

**P** Privatization would likely **capitalize on opportunities** for efficiency that WMATA's current funding model does not benefit from



For WMATA to truly become a world class metro system, it must reform its funding structure and system costs to reach comparability with peer transit systems in America.

