



# 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 **BL** revenue raised by the federal gas tax, therefore it is not merely a local issue. **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

**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.**