



# Improving WMATA

## Legend



The Washington Metropolitan Area Transportation Authority is currently facing significant challenges in terms of operating within its budget. There are opportunities for federal policy to address some of the policies that contribute to a lack of incentives for performance at WMATA.

### 5 SMALL POLICIES TO PURSUE

**CHANGE LABOR REQUIREMENTS FOR FEDERAL GRANTS** - The current structure of labor protections creates an incentive to engage in contracts with unions, which greatly restricts a transit authority's ability to manage its workforce.

**GAO REVIEW OF WMATA'S WORKFORCE POLICIES** - WMATA may be rewarding unethical practices, contributing to the system's high cost, poor performance, and lack of safety. The GAO is the best outfit to investigate that.

**ALTERNATIVES TO MINIMUM CAPITAL COST REQUIREMENTS FOR FEDERAL GRANTS** - The current structure of grants creates incentives for WMATA to steer away from well-designed and cost-effective projects that may not be eligible for sufficient funding.

**REVIEW "FISCAL CONSTRAINT" REQUIREMENTS** - The fiscal constraint requirement fails to assure that proposed projects have realistic price tags for FTA grants.

**GET RID OF THE "BUY AMERICA" REQUIREMENTS** - WMATA is required to procure their materials from American companies. This policy comes at the expense of American taxpayers due to higher costs.



The government's default position of bailing out WMATA should only be a last resort, if ever even considered, since such policies only serve to entrench an inefficient funding model that fails to value success.