

J00A0104
Washington Metropolitan Area Transit Authority
Maryland Department of Transportation

Operating Budget Data

(\$ in Thousands)

	<u>FY 13</u> <u>Actual</u>	<u>FY 14</u> <u>Working</u>	<u>FY 15</u> <u>Allowance</u>	<u>FY 14-15</u> <u>Change</u>	<u>% Change</u> <u>Prior Year</u>
Special Fund	\$263,690	\$286,400	\$285,621	-\$779	-0.3%
Adjusted Special Fund	\$263,690	\$286,400	\$285,621	-\$779	-0.3%
Adjusted Grand Total	\$263,690	\$286,400	\$285,621	-\$779	-0.3%

- The fiscal 2015 allowance decreases by \$779,000 (0.3%) from the current year working appropriation. This appropriation represents the State's share of the operating subsidy to the Washington Metropolitan Area Transit Authority (WMATA).
- Based on WMATA's proposed fiscal 2015 budget, Maryland's share of the operating subsidy is \$292.3 million, or \$6.7 million more than the fiscal 2015 allowance. If the WMATA budget as approved requires a Maryland contribution larger than that included in the allowance, then the Maryland Department of Transportation will process a budget amendment to fulfill Maryland's obligation to WMATA. Any appropriation in excess of the amount needed for the grant will cancel at the end of the fiscal year.

PAYGO Capital Budget Data

(\$ in Thousands)

	<u>Fiscal 2013</u> <u>Actual</u>	<u>Fiscal 2014</u> <u>Legislative</u>	<u>Fiscal 2014</u> <u>Working</u>	<u>Fiscal 2015</u> <u>Allowance</u>
Special	\$132,404	\$153,149	\$141,913	\$144,345
Total	\$132,404	\$153,149	\$141,913	\$144,345

Note: Numbers may not sum to total due to rounding.

For further information contact: Steven D. McCulloch

(410) 946-5530

J00A0104 – MDOT – Washington Metropolitan Area Transit Authority

- The fiscal 2014 working appropriation is \$11.2 million less than the legislative appropriation, reflecting WMATA’s estimated level of capital spending.
- The fiscal 2015 allowance increases \$2.4 million over the current year working appropriation to reflect Maryland’s share of WMATA’s estimated fiscal 2015 capital spending.

Analysis in Brief

Major Trends

Ridership: Ridership in fiscal 2013 decreased by 9.5 million trips compared to fiscal 2012, with over 98% of the decline occurring in Metrorail trips. Ridership for fiscal 2014 and 2015 is projected to grow 3.1 and 3.4%, respectively.

Revenue Miles: Revenue miles for Metrorail increased by 4.4 million in fiscal 2013 and are projected to increase an additional 3.8 million in fiscal 2014 and 8.7 million in fiscal 2015. Service on the new Silver Line contributes to these increases. For Metrobus, revenue miles were unchanged in fiscal 2013 from the prior year and are projected to decline slightly in fiscal 2014 (-600,000), but increase by 1.9 million in fiscal 2015.

Farebox Recoveries: The fiscal 2011 to 2015 systemwide five-year average farebox recovery is projected at 49.6%. Metrorail has the highest five-year average at almost 69.0%, while Metrobus averages just over 26.0%, and MetroAccess averages just under 7.0%.

Operating Budget Recommended Actions

1. Concur with Governor's allowance.

PAYGO Budget Recommended Actions

1. Concur with Governor's allowance.

Updates

WMATA Proposes Fare Increases: Consistent with its policy of biennial fare increases, WMATA is proposing to increase fares in fiscal 2015. On average, the fare increase will amount to an additional \$4.00 per month for a Metrorail customer who rides twice a day, five days a week; and an additional \$6.00 per month for a similar Metrobus customer.

J00A0104 – MDOT – Washington Metropolitan Area Transit Authority

J00A0104
Washington Metropolitan Area Transit Authority
Maryland Department of Transportation

Budget Analysis

Program Description

The Washington Metropolitan Area Transit Authority (WMATA) operates the second largest rail transit system and the fifth largest bus network in the United States. WMATA was created in 1967 by an interstate compact in which Maryland, Virginia, and Washington, DC participate. Subsequently, two federal representatives were added to the Board of Directors (board). Each signatory jurisdiction provides two directors to WMATA's eight-member board. Construction of WMATA's 103-mile Metrorail system began in 1969 and was completed in 2001. In 2004 the system was expanded to its current 86 stations and 106 miles with the opening of the Blue Line extension to Largo Town Center and the New York Avenue\Florida Avenue\Gallaudet University station on the Red Line. In 2009, construction started on a 23.1 mile rail extension to Dulles, Virginia dubbed the Silver Line. The first 11.6 miles with 5 stations is scheduled to open in calendar 2014. The system now serves 26 stations in Maryland.

Maryland provides an annual operating grant to the Washington Suburban Transit Commission (WSTC) through the Maryland Department of Transportation's (MDOT) Secretary's Office budget. WSTC provides funding to WMATA for the operation of the Metrorail, Metrobus, and MetroAccess programs. These operating grants are based on numerous factors, including miles of service, number of stations, number of passengers, and population density in each jurisdiction and are offset by the fare revenues generated by each service.

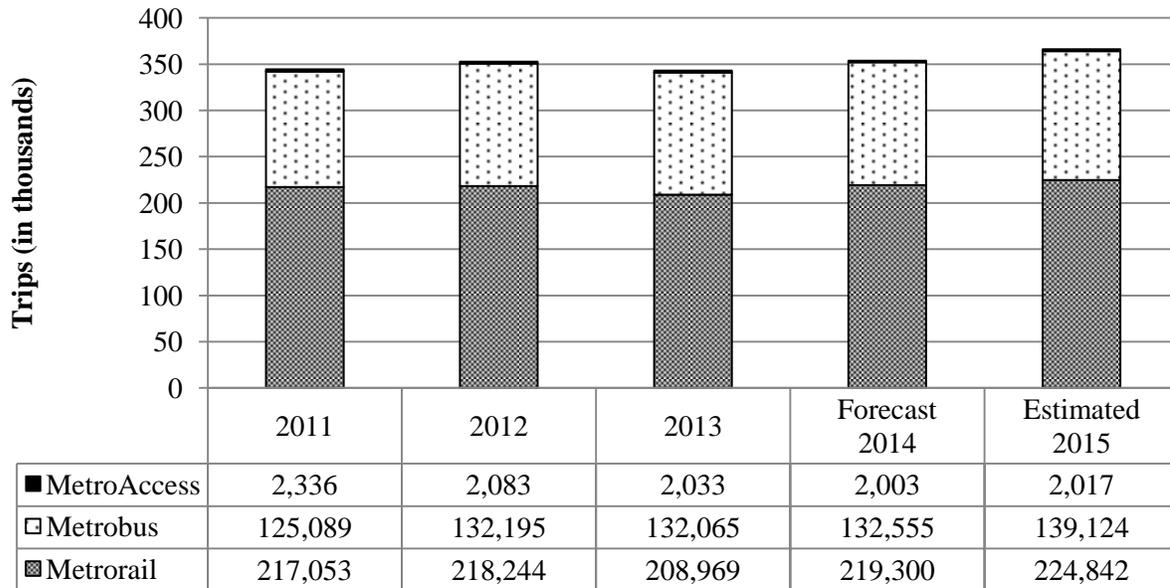
WMATA's mission is to ensure the best in safe, reliable, cost-effective, and responsive transit services by promoting regional mobility and contributing toward the social, economic, and environmental well-being of our community.

Performance Analysis: Managing for Results

1. Ridership

Exhibit 1 details ridership for the WMATA system. Ridership in fiscal 2013 decreased by 9.5 million trips compared to fiscal 2012, with over 98% of the decline occurring in Metrorail trips. In fiscal 2014, ridership is projected to return to the fiscal 2012 level, representing a 3.1% increase over fiscal 2013. Ridership in fiscal 2015 is projected to increase by 3.4%.

**Exhibit 1
WMATA Annual Ridership
Fiscal 2011-2015
(Trips in Thousands)**



WMATA: Washington Metropolitan Area Transit Authority

Source: Washington Metropolitan Area Transit Authority

2. Revenue Miles

Another measure of performance is to look at the relationship between the service provided and used, as measured by revenue miles and passenger trips, relative to expenditures. **Exhibit 2** provides a summary of these measures for Metrorail and Metrobus. Following are some of the highlights.

Exhibit 2
Efficiency Measures of WMATA
Fiscal 2012-2015 Est.

	<u>2012</u>	<u>2013</u>	<u>Estimated 2014</u>	<u>Estimated 2015</u>
Metrorail				
Revenue Miles (in Millions)	70.9	75.3	79.1	87.8
Passengers Per Revenue Mile	3.08	2.77	2.77	2.56
Operating Cost Per Revenue Mile	\$11.43	\$11.76	\$12.16	\$11.66
Operating Cost Per Passenger Trip	\$3.71	\$4.24	\$4.39	\$4.55
Metrobus				
Revenue Miles (in Millions)	39.2	39.2	38.6	40.5
Passengers Per Revenue Mile	3.37	3.37	3.44	3.44
Operating Cost Per Revenue Mile	\$13.26	\$13.68	\$15.03	\$15.34
Operating Cost Per Passenger Trip	\$3.93	\$4.06	\$4.37	\$4.46

WMATA: Washington Metropolitan Area Transit Authority

Source: Washington Metropolitan Area Transit Authority

Metrorail

- Revenue vehicle miles – measured as miles traveled when a railcar is in service collecting fares – increased in fiscal 2013 by 4.4 million and are projected to grow an additional 3.8 million miles in fiscal 2014 and 8.7 million in fiscal 2015.
- Passengers per revenue vehicle mile declined by 0.32 in fiscal 2013, reflecting the decline in ridership coupled with the increase in revenue miles. Passengers per revenue mile are projected to remain unchanged in fiscal 2014 but decrease by 0.2 in fiscal 2015.
- Operating cost per revenue mile and passenger trip compares expenditures to total revenue miles and passenger trips to measure the cost of providing service. Operating cost per revenue mile increased in fiscal 2013 and is projected to increase again in fiscal 2014, then drop in fiscal 2015. Operating cost per passenger trip increased in fiscal 2013 and is projected to increase in both fiscal 2014 and 2015.

Metrobus

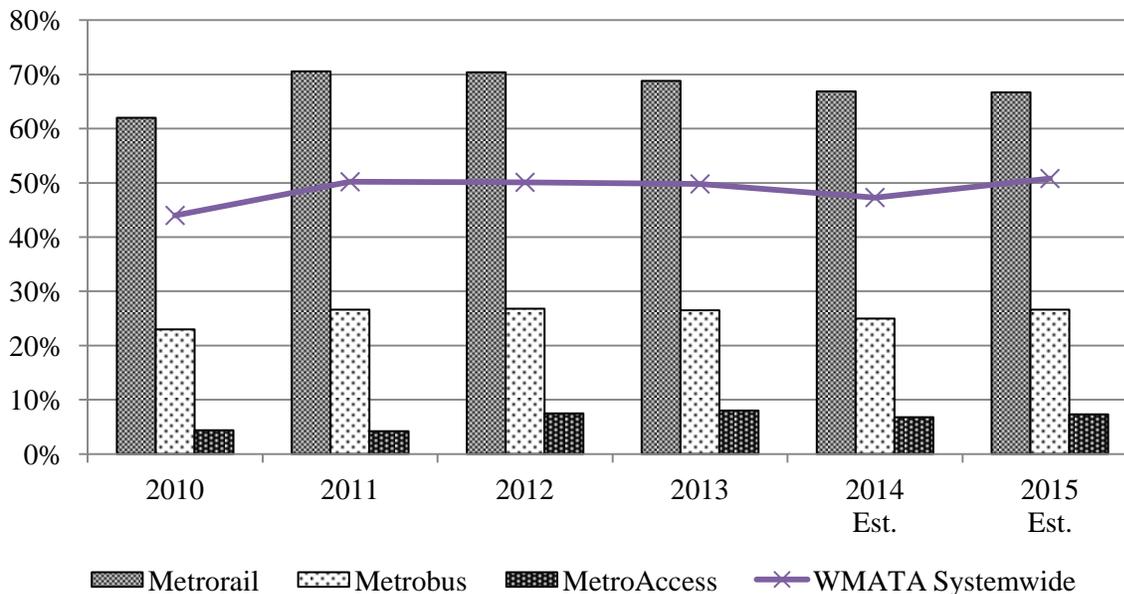
- Revenue vehicle miles for Metrobus did not change between fiscal 2012 and 2013 and are projected to decline slightly in fiscal 2014 and then increase in fiscal 2015.

- Passengers per revenue mile remained unchanged in fiscal 2013 but are projected to increase slightly in fiscal 2014 and maintain that level into fiscal 2015.
- Operating cost per revenue mile and passenger trip both increased in fiscal 2013 and are projected to increase in both fiscal 2014 and 2015. Operating cost per revenue mile is projected to grow at an average annual rate of 5.9% between fiscal 2013 and 2015. The operating cost per passenger trip is projected to grow at a slower average annual rate of 4.8% during this time.

3. Farebox Recoveries

Exhibit 3 provides information on WMATA’s farebox recovery ratio from fiscal 2010 to 2015. The fiscal 2011 to 2015 systemwide five-year average farebox recovery is projected to be 49.6%. Metrorail has the highest five-year average farebox recovery at nearly 68.7%, while the Metrobus farebox recovery averages 26.3%, and MetroAccess averages nearly 6.8% during this period.

Exhibit 3
WMATA Farebox Recovery Rates
Fiscal 2010-2015 Est.



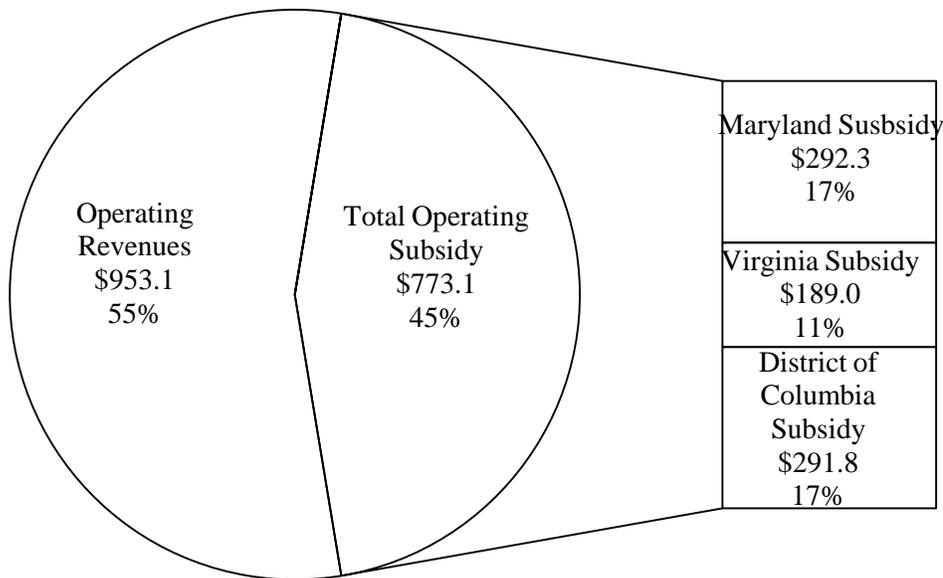
WMATA: Washington Metropolitan Area Transit Authority

Source: Washington Metropolitan Area Transit Authority

Proposed Budget

The fiscal 2015 operating budget for WMATA totals \$1.7 billion, an increase of \$101.7 million (6.1%) over the fiscal 2014 budget. **Exhibit 4** shows that 55.0% of the budget will be supported by operating revenues. Passenger revenue, in particular Metrorail, accounts for nearly 90.0% of all operating revenues. Projected fiscal 2015 operating revenues increase by 7.0% over the current year. The increase is due to projected increases in ridership combined with the proposed fare increases.

Exhibit 4
WMATA Proposed Fiscal 2015 Revenues
 (\$ in Millions)



WMATA: Washington Metropolitan Area Transit Authority

Note: Excludes debt service and \$30.7 million in capital preventative maintenance used in the operating budget to reduce the local subsidy.

Source: Washington Metropolitan Area Transit Authority

The local subsidy fills the gap between operating revenues and expenditures. In fiscal 2015, the local subsidy supports 45.0% of spending. The local subsidy is projected to increase by \$40.6 million over the current year (5.5%), as shown in **Exhibit 5**.

Exhibit 5
WMATA Operating Budget Resources
Maryland Operating Subsidy
Fiscal 2012-2015
(\$ in Millions)

	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>\$ Change</u> <u>2014-15</u>	<u>% Change</u> <u>2014 -15</u>
Revenue	\$810.1	\$853.6	\$892.1	\$953.1	\$61.1	6.8%
Local subsidy	593.9	641.3	732.4	773.1	40.6	5.5%
Preventive maintenance/other	30.7	30.7	30.7	30.7	0.0	0.0%
Total	\$1,434.7	\$1,525.6	\$1,655.2	\$1,756.9	\$101.7	6.1%
Maryland share of operating subsidy	\$256.7	\$263.7	\$286.4	\$285.6	-\$0.8	-0.3%
WMATA projection				292.3	5.9	2.1%
Difference				\$6.7		

WMATA: Washington Metropolitan Area Transit Authority

Note: Excludes debt service and audit adjustments.

Source: Washington Metropolitan Area Transit Authority; Maryland State Fiscal 2015 Budget; Department of Legislative Services

Exhibit 5 also shows that the amount included in the Maryland budget for WMATA operations is \$6.7 million less than the estimated requirement based on WMATA’s proposed budget. If the approved WMATA budget requires a contribution greater than the amount included in the Maryland budget, MDOT will submit a budget amendment to align the fiscal 2015 appropriation to the amount needed. If the amount appropriated is greater than needed, the difference will cancel at the year-end closeout. **Appendix 5** provides an estimated allocation of the State operating and capital grants by local jurisdiction.

Expenditures

Fiscal 2015 operating expenditures are projected to increase by \$101.7 million over the current year. WMATA reports that approximately half the increase (\$53.0 million) is increased labor costs associated with collective bargaining agreements between WMATA and its labor unions. An

J00A0104 – MDOT – Washington Metropolitan Area Transit Authority

additional \$32.0 million is due to step increases, other wage and salary adjustments, fringe benefits, and other post employment benefits. Personnel-related expenses comprise over 72.5% of the fiscal 2015 budget. Net inflationary and non-labor contract increases add approximately \$5.0 million. Finally, the fiscal 2015 budget also includes approximately \$12.0 million in initiatives to improve training, expand quality control inspections, expand bus service on key routes, and improve WMATA's outreach and information distribution to customers.

PAYGO Capital Program

Program Description

MDOT's Office of the Secretary provides a grant to support WMATA's capital program including the design, construction, and rehabilitation of the Metrorail and Metrobus systems.

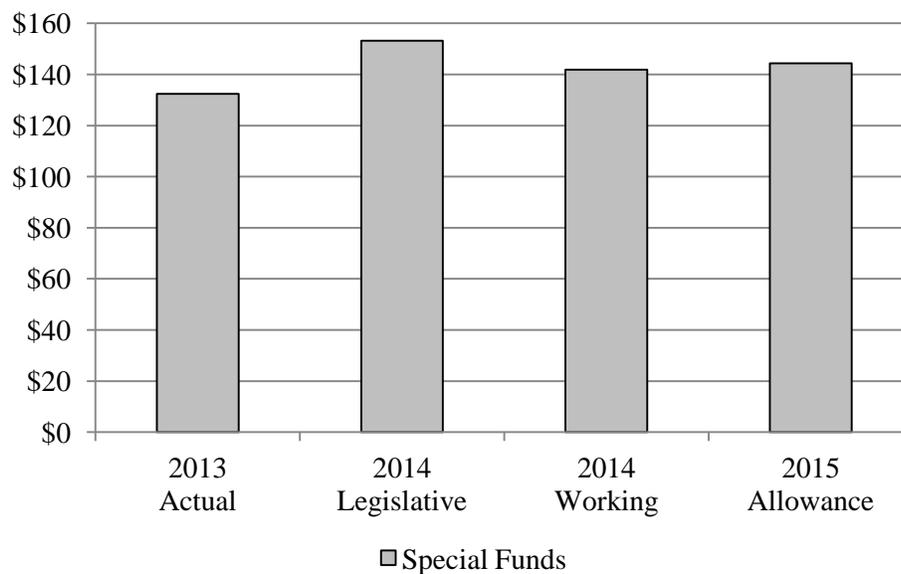
Fiscal 2014 to 2019 Consolidated Transportation Program

Total six-year special fund spending programmed for the WMATA capital grant in the Maryland *Consolidated Transportation Program* (CTP) is \$860 million. This funding is for infrastructure rehabilitation and replacement to maintain the system in a state of good repair.

Fiscal 2014 and 2015 Cash Flow Analysis

As shown in **Exhibit 6**, the fiscal 2014 working appropriation decreased by \$11.2 million from the legislative appropriation. This decrease is due to updated projected cash flow needs for capital spending. The fiscal 2015 allowance increases \$2.4 million over the current year working appropriation to reflect projected cash flow needs in the coming year.

Exhibit 6
Cash Flow Changes
Fiscal 2013-2015
(\$ in Millions)

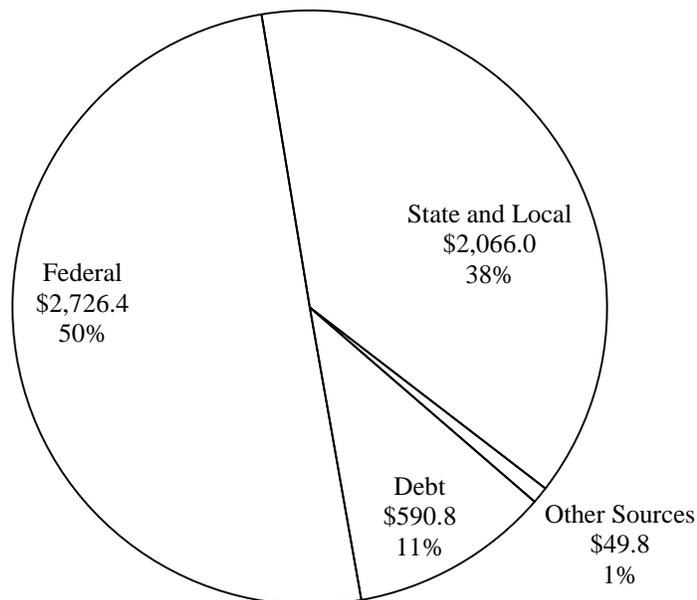


Source: Maryland Department of Transportation, 2014-2019 *Consolidated Transportation Program*

WMATA Capital Program

WMATA’s proposed base fiscal 2015-2020 *Capital Improvement Program* (CIP) totals \$5.4 billion. As shown in **Exhibit 7**, federal funds comprise 50% of funding; State and local contributions comprise 38%; and debt and other sources comprise the remaining 12%.

Exhibit 7
WMATA Six-year Capital Program
Fiscal 2015-2020
(\$ in Millions)



WMATA: Washington Metropolitan Area Transit Authority

Source: Washington Metropolitan Area Transit Authority

J00A0104 – MDOT – Washington Metropolitan Area Transit Authority

Major planned safety, rehabilitation, and replacement investments in the base 2015-2020 CIP include:

- safety improvements and implementation of National Transportation Security Board recommendations including, but not limited to, the examination and replacement of track circuits, the upgrade of train control software systems, and the replacement of power cables;
- comprehensive rehabilitation and replacement of track and rail structures to achieve a state of good repair and a steady state of maintenance;
- replacement, rehabilitation, and repair of railcars;
 - replacement of the 1000 Series railcars (300 railcars);
 - replacement of the 4000 Series railcars (100 railcars);
 - initiate rehabilitation of the 5000 Series railcars (beginning fiscal 2017);
 - initiate replacement of the 2000/3000 Series railcars (beginning fiscal 2019);
- replacement, rehabilitation, and repair of buses;
 - replacement of approximately 100 buses per year;
 - rehabilitation of approximately 100 buses per year;
- replacement of MetroAccess vehicles – approximately 150 vehicles per year;
- completion of the new District 2 police substation and training facility and the special operations division facility;
- rehabilitation of rail line segment infrastructure;
 - Red Line Rehabilitation – Stage 2;
 - Orange/Blue Line Rehabilitation – Stage 1;
- replacement of Southern Avenue and Royal Street bus facilities;
- rehabilitation of rail yards (Alexandria, Brentwood, and New Carrollton) and bus facilities (Western, Northern, and Landover);
- modernization of Metro’s fare collection infrastructure and technology;
- replacement of escalators (approximately 128);
- rehabilitation of escalators (approximately 144); and
- rehabilitation of elevators (approximately 190).

In addition to the system preservation funding, WMATA indicates the base CIP includes approximately \$151 million for the replacement and upgrade of Metro’s radio system infrastructure to comply with an unfunded Federal Communications Commission mandate that requires Metro to

relocate to a new radio frequency band. WMATA intends to utilize additional long-term financing for the project pending identification of another funding source.

Federal Funding for WMATA's Capital Program

WMATA's six-year CIP includes an anticipated \$1.8 billion in federal formula funding, \$309.0 million of which is included for fiscal 2015. While annual federal formula program funding is subject to federal authorization and appropriation and the award of grants from the Federal Transit Administration, the Moving Ahead for Progress in the 21st Century Act of 2012 introduced a change in the allocation methodology for federal transit funding which is favorable for agencies with WMATA's operating profile.

The six-year CIP also includes a total of \$918 million in federal funding provided through the Passenger Rail Investment and Improvement Act of 2008, of which \$168 million is programmed in fiscal 2015.

Proposed Metro 2025 Initiative

In addition to the base capital spending programmed in the six-year CIP, which is for maintaining the current system, WMATA is proposing to begin funding infrastructure enhancements through an initiative it is calling Metro 2025. Six-year funding for Metro 2025 totals \$2.6 billion with \$150 million programmed for fiscal 2015. Metro 2025 would begin to implement the infrastructure enhancements that WMATA identified in its strategic plan, called Momentum, which has a total estimated cost of \$6.0 billion in 2012 dollars. Momentum identified seven investments needed to keep up with demand for transit services and to continue to support the region's economic competitiveness and quality of life. These seven investments comprise:

- full eight-car trains during peak periods;
- core station improvements;
- Metrobus priority corridor network enhancements;
- new Blue Line connections;
- next generation communications;
- bus fleet expansion; and
- new rail infrastructure (*e.g.*, pocket tracks and crossovers).

WMATA does not anticipate receiving any federal funding for Metro 2025. Therefore, the CIP anticipates Maryland; Virginia; and Washington, DC each providing one-third of the cost, which translates to \$859.2 million each over the six-year program. Maryland's CTP does not include

funding for Metro 2025. MDOT advises that negotiations are currently ongoing between WMATA; Maryland; Virginia; and Washington, DC to determine the level of spending that WMATA could reasonably manage and, more importantly, what the three local jurisdictions are able and willing to commit toward this initiative. Maryland revenues available to support transportation capital spending are fully programmed in the CTP through fiscal 2019. In order to commit additional funds to WMATA prior to fiscal 2020, spending that is currently planned would have to be deferred.

WMATA should comment on its proposed Metro 2025 Initiative and indicate what efforts it has made or plans to make to secure federal funding to help pay for the associated costs of the initiative. Further, WMATA should indicate which pieces of the proposed initiative it would pursue first, should it receive lower than programmed local funding commitments.

Operating Budget Recommended Actions

1. Concur with Governor's allowance.

PAYGO Budget Recommended Actions

1. Concur with Governor's allowance.

Updates

1. WMATA Proposes Fare Increases

Consistent with its policy of biennial fare increases, WMATA is proposing to increase fares in fiscal 2015. It indicates that on average, the fare increase will amount to an additional \$4.00 per month for a Metrorail customer who rides twice a day, five days a week; and an additional \$6.00 per month for a similar Metrobus customer. It is conducting six public hearings on the proposed fare increases between January 29 and February 6, 2014.

The following is a summary of the major fare changes by type of service:

Metrorail

The changes to Metrorail fares would generate approximately \$18 million and include the following:

- increase in the peak fare from \$2.10 to \$2.15, with the maximum peak fare increasing from \$5.75 to \$5.90;
- increase in the off-peak fare from \$1.70 to \$1.75, with the maximum off-peak fare increasing from \$3.50 to \$3.60;
- rail pass increases:
 - 1-day pass from \$14.00 to \$14.50;
 - 7-day Short Trip pass from \$35.00 to \$36.00;
 - 7-day Fast Pass from \$57.50 to \$59.25; and
 - 28-day Fast Pass from \$230.00 to \$237.00.

Metrobus

The changes to Metrobus fares would generate approximately \$10 million and include the following:

- increase in SmarTrip boarding charge for local/limited-stop bus from \$1.60 to \$1.75;
- increase in SmarTrip boarding charge for express bus from \$3.65 to \$4.00; and
- seven-day regional bus pass from \$16.00 to \$17.50.

MetroAccess fares may vary based on a number of factors, but the maximum fare remains unchanged at \$7.00. Parking rates generally increase by \$0.25.

Current and Prior Year Budgets

Current and Prior Year Budgets Washington Metropolitan Area Transit Authority (\$ in Thousands)

	<u>General Fund</u>	<u>Special Fund</u>	<u>Federal Fund</u>	<u>Reimb. Fund</u>	<u>Total</u>
Fiscal 2013					
Legislative Appropriation	\$0	\$262,688	\$0	\$0	\$262,688
Deficiency Appropriation	0	0	0	0	0
Budget Amendments	0	1,211	0	0	1,211
Reversions and Cancellations	0	-209	0	0	-209
Actual Expenditures	\$0	\$263,690	\$0	\$0	\$263,690
Fiscal 2014					
Legislative Appropriation	\$0	\$287,000	\$0	\$0	\$287,000
Budget Amendments	0	-600	0	0	-600
Working Appropriation	\$0	\$286,400	\$0	\$0	\$286,400

Note: The fiscal 2014 working appropriation does not include deficiencies or contingent reductions. Numbers may not sum to total due to rounding.

Fiscal 2013

The fiscal 2013 budget for the WMATA operating grant closed out \$1.0 million higher than the legislative appropriation. A budget amendment added \$1.2 million to conform the State grant to the WMATA budget, which is finalized after the State budget is enacted. A special fund cancellation of \$209,001 was made to recognize an available fund balance.

Fiscal 2014

The fiscal 2014 working appropriation is \$600,000 lower than the legislative appropriation. A budget amendment transferred this amount to the transportation security officer budget to fund a paratransit pilot project.

Fiscal Summary
WMATA – Operating Budget

<u>Program/Unit</u>	<u>FY 13 Actual</u>	<u>FY 14 Wrk Approp</u>	<u>FY 15 Allowance</u>	<u>Change</u>	<u>FY 14 - FY 15 % Change</u>
04 Washington Metropolitan Area Transit – Operating	\$ 263,690,240	\$ 286,400,000	\$ 285,621,000	-\$ 779,000	-0.3%
05 Washington Metropolitan Area Transit – Capital	132,404,063	141,913,000	144,345,000	2,432,000	1.7%
Total Expenditures	\$ 396,094,303	\$ 428,313,000	\$ 429,966,000	\$ 1,653,000	0.4%
Special Fund	\$ 396,094,303	\$ 428,313,000	\$ 429,966,000	\$ 1,653,000	0.4%
Total Appropriations	\$ 396,094,303	\$ 428,313,000	\$ 429,966,000	\$ 1,653,000	0.4%

Note: The fiscal 2014 appropriation does not include deficiencies. The fiscal 2015 allowance does not include contingent reductions.

Budget Amendments for Fiscal 2014
Maryland Department of Transportation
Washington Metropolitan Area Transit Authority – Operating

<u>Status</u>	<u>Amendment</u>	<u>Fund</u>	<u>Justification</u>
Approved	-\$600,000	Special	Transfer of funds to the Maryland Department of Transportation Secretary's Office to implement a paratransit pilot program.

Source: Maryland Department of Transportation

Budget Amendments for Fiscal 2014
Maryland Department of Transportation
Washington Metropolitan Area Transit Authority – Capital

<u>Status</u>	<u>Amendment</u>	<u>Fund</u>	<u>Justification</u>
Pending	-\$11,236,000	Special	Adjusts the grant to Washington Metropolitan Area Transit Authority to reflect the Maryland share of the estimated level of capital spending.

Source: Maryland Department of Transportation

**WMATA Operating and Capital Subsidies Allocated by Jurisdiction
Fiscal 2015**

	<u>Montgomery County</u>	<u>Prince George's County</u>	<u>Total</u>
Operating Subsidy			
Metrobus Operating Subsidy			
Regional bus subsidy	\$50.8	\$60.6	\$111.4
Non-regional bus subsidy	10.3	23.2	33.5
Subtotal	\$61.1	\$83.9	\$144.9
Metrorail Operating Subsidy			
Base allocation	\$42.6	\$37.7	\$80.3
Max fare subsidy	3.1	1.4	4.6
Subtotal	\$45.8	\$39.1	\$84.9
MetroAccess Subsidy	\$20.9	\$41.5	\$62.4
Debt Service	5.0	5.5	10.5
Audit Adjustment – Prior Year Carryover/Shortfall	-2.5	-3.2	-5.7
Total Operating Subsidy	\$130.3	\$166.8	\$297.1
Capital Subsidy			
Formula Match and System Performance	\$34.5	\$35.8	\$70.3
Passenger Rail Investment and Improvement Act ¹	24.6	31.5	56.1
Total Capital Subsidy²	\$59.1	\$67.3	\$126.4
Total Subsidy - Operating and Capital	\$189.4	\$234.1	\$423.5

¹ The Washington Metropolitan Area Transit Authority (WMATA) allocates the Passenger Rail Investment and Improvement Act match to Maryland as a lump sum. The allocation shown here is calculated using the proportionate amounts of the operating subsidy for each county.

² Does not include WMATA's proposed 'Metro 2025' funding which, if adopted, would require an additional \$50 million contribution from Maryland.

Note: Maryland pays the entire operating and capital subsidies to WMATA. These allocations show the share of the subsidy based on the facilities located in each county.