

**J00A0104**  
**Washington Metropolitan Area Transit Authority**  
**Maryland Department of Transportation**

***Operating Budget Data***

---

(\$ in Thousands)

	<u>FY 12 Actual</u>	<u>FY 13 Working</u>	<u>FY 14 Allowance</u>	<u>FY 13-14 Change</u>	<u>% Change Prior Year</u>
Special Fund	\$256,722	\$263,899	\$287,000	\$23,101	8.8%
<b>Adjusted Special Fund</b>	<b>\$256,722</b>	<b>\$263,899</b>	<b>\$287,000</b>	<b>\$23,101</b>	<b>8.8%</b>
 <b>Adjusted Grand Total</b>	 <b>\$256,722</b>	 <b>\$263,899</b>	 <b>\$287,000</b>	 <b>\$23,101</b>	 <b>8.8%</b>

- The fiscal 2014 allowance increases \$23.1 million (8.8%) over 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 2014 budget, Maryland's share of the operating subsidy is \$279.9 million or \$7.1 million less than the fiscal 2014 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.

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

For further information contact: Steven D. McCulloch

Phone: (410) 946-5530

***Analysis of the FY 2014 Maryland Executive Budget, 2013***

## ***Paygo Capital Budget Data***

---

(\$ in Thousands)

	<b>Fiscal 2012</b>	<b>Fiscal 2013</b>		<b>Fiscal 2014</b>
	<b><u>Actual</u></b>	<b><u>Legislative</u></b>	<b><u>Working</u></b>	<b><u>Allowance</u></b>
Special	\$129,926	\$145,956	\$132,449	\$153,149
Total	<b>\$129,926</b>	<b>\$145,956</b>	<b>\$132,449</b>	<b>\$153,149</b>

- The fiscal 2013 working appropriation is \$13.5 million less than the legislative appropriation reflecting WMATA's estimated level of capital spending.
- The fiscal 2014 allowance increases \$20.7 million over the current year working appropriation to reflect Maryland's share of WMATA's estimated 2014 capital spending.

## ***Analysis in Brief***

---

### **Major Trends**

***Ridership:*** Ridership in fiscal 2012 increased by 8.0 million trips over the prior year largely due to increases in Metrobus trips. Ridership for fiscal 2013, based on the first six months of the year, is expected to decrease by more than 13.6 million trips.

***Revenue Miles:*** For Metrorail, revenue vehicle miles increased in fiscal 2012 by 14.5 million but are projected to grow only an additional 2.0 million miles in 2013 and remain at that level for fiscal 2014. Revenue vehicle miles for Metrobus increased in fiscal 2012 but are projected to decrease by a slightly greater amount in fiscal 2013 and remain unchanged in fiscal 2014

***Farebox Recoveries:*** The fiscal 2010 to 2014 systemwide five-year average farebox recovery is projected to be 48.0%. Metrorail has the highest five-year average farebox recovery at just over 68.0% while the Metrobus farebox recovery averages 24.6% and MetroAccess averages just under 6.0% during this period.

### **Operating Budget Recommended Actions**

1. Concur with Governor's allowance.

### **PAYGO Budget Recommended Actions**

1. Concur with Governor's allowance.

*J00A0104 – MDOT –Washington Area Metropolitan Transit Authority*

*Analysis of the FY 2014 Maryland Executive Budget, 2013*

**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; Washington, DC; and Virginia 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; 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 by 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 2012 increased by 8.0 million trips over the prior year largely due to increases in Metrobus trips. Ridership for fiscal 2013, based on the first six months of the year, is expected to decrease by more than 13.6 million trips due primarily to three policy factors: Metro's aggressive program of track closures for rehabilitation work (impacting weekend ridership), the fare increase implemented for fiscal 2013, and a reduction in the federal subsidy for federal employees from a maximum of \$230 per month to \$125 per month (linked with no change in the federal parking subsidy of \$240 per month). A one-time decline in fiscal 2013 of 2.3 million trips is also attributed to Hurricane Sandy.

**Exhibit 1**  
**WMATA Annual Ridership**  
**Fiscal 2010-2014**  
**(Trips in Thousands)**

<u>Service</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<b>Forecast<sup>1</sup></b> <u>2013</u>	<b>Estimated</b> <u>2014</u>
Metrorail	217,219	217,053	218,244	208,148	219,700
Metrobus	123,670	125,089	132,195	128,750	132,555
MetroAccess	2,382	2,336	2,083	1,985	1,985
<b>Total</b>	<b>343,271</b>	<b>344,478</b>	<b>352,522</b>	<b>338,883</b>	<b>354,240</b>

<sup>1</sup>As of December 31, 2012.

WMATA: Washington Metropolitan Area Transit Authority

Source: Washington Metropolitan Area Transit Authority

---

Overall, ridership in fiscal 2014 is expected to increase by 15.4 million trips over the 2013 forecast and 1.7 million over the fiscal 2012 actual level. The American Taxpayer Relief Act of 2012 increased the federal transit subsidy for federal employees to a maximum \$240 per month. In addition, Phase 1 of the Silver Line is expected to add 4.4 million trips over six months of operation.

## **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 2011-2014**

	<u>2011</u>	<u>2012</u>	<u>Estimated 2013</u>	<u>Estimated 2014</u>
<b>Metrorail</b>				
Revenue Miles (in Millions)	67.2	81.7	83.7	83.7
Passengers Per Revenue Mile	3.23	2.70	2.61	2.61
Operating Cost Per Revenue Mile	\$12.11	\$9.95	\$10.71	\$11.71
Operating Cost Per Passenger Trip	\$3.75	\$3.68	\$4.11	\$4.49
<b>Metrobus</b>				
Revenue Miles (in Millions)	38.4	39.6	38.1	38.1
Passengers Per Revenue Mile	3.26	3.13	3.41	3.41
Operating Cost Per Revenue Mile	\$13.03	\$13.51	\$14.84	\$15.51
Operating Cost Per Passenger Trip	\$4.00	\$4.31	\$4.35	\$4.55

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 2012 by 14.5 million but are projected to grow only an additional 2.0 million miles in 2013 and remain at that level for fiscal 2014.
- Passengers per revenue vehicle mile declined by 0.5 in fiscal 2012, reflecting a larger percent increase in revenue miles than in ridership. A decrease of 0.09 is projected for fiscal 2013. No change in passengers per revenue vehicle mile is projected for fiscal 2014.
- Operating cost per revenue mile and passenger trip compares expenditures to total revenue miles and passenger trips to measure the cost of providing service. Both measures declined in fiscal 2012 but are projected to grow in both fiscal 2013 and 2014.

### **Metrobus**

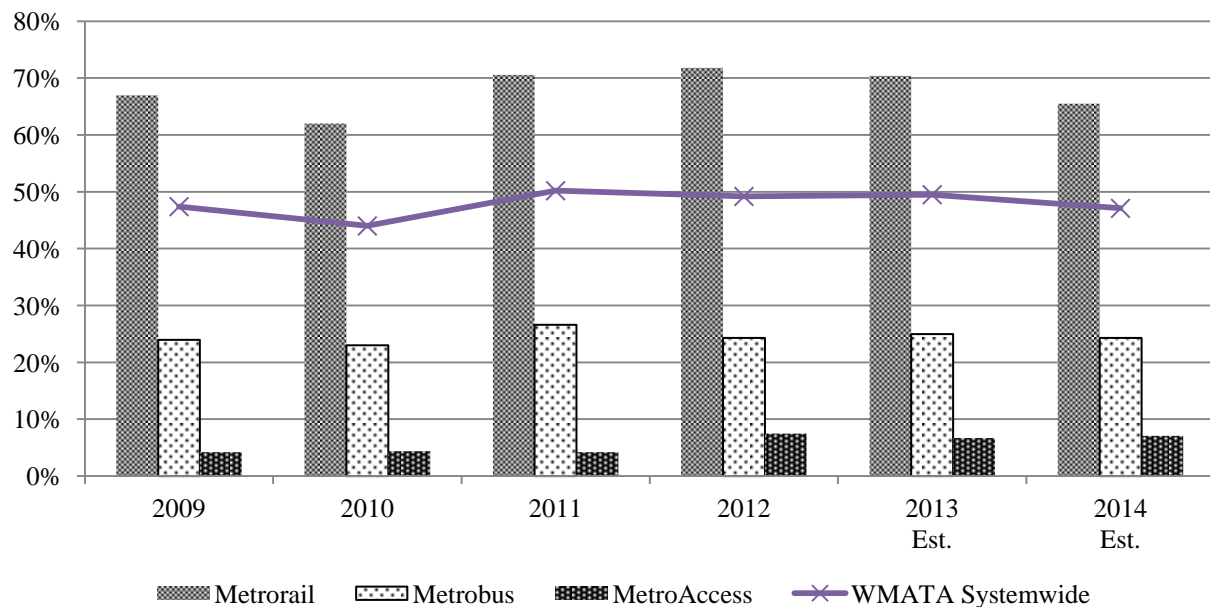
- Revenue vehicle miles for Metrobus increased in fiscal 2012 but are projected to decrease by a slightly greater amount in fiscal 2013 and remain unchanged in fiscal 2014.
- Operating cost per revenue mile and passenger trip both increased in fiscal 2012 and are projected to increase in both fiscal 2013 and 2014. Operating cost per revenue mile is

projected to grow at an average annual rate of 7.1% between fiscal 2012 and 2014. The operating cost per passenger trip is projected to grow at a slower average annual rate of 2.7% during this time.

### 3. Farebox Recoveries

**Exhibit 3** provides information on WMATA's farebox recovery ratio from fiscal 2009 to 2014. The fiscal 2010 to 2014 systemwide five-year average farebox recovery is projected to be 48.0%. Metrorail has the highest five-year average farebox recovery at just over 68.0%, while the Metrobus farebox recovery averages 24.6%, and MetroAccess averages just under 6.0% during this period.

**Exhibit 3**  
**WMATA Farebox Recovery Rates**  
**Fiscal 2009-2014**



WMATA: Washington Metropolitan Area Transit Authority

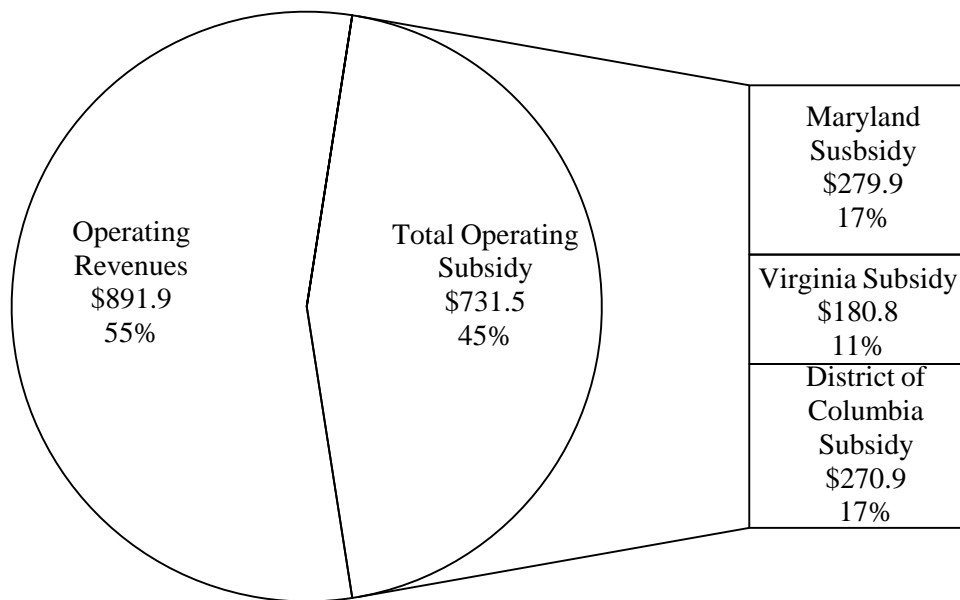
Source: Washington Metropolitan Area Transit Authority



## Proposed Budget

The fiscal 2014 operating budget for WMATA totals \$1,654.1 million which is an increase of \$78.0 million, or 5.0%, over the fiscal 2013 budget. **Exhibit 4** shows that 55.0% of the budget will be supported by operating revenues. Passenger revenue, in particular Metrorail, accounts for over 89.0% of all operating revenues. Projected fiscal 2014 operating revenues increase by 2.1% over the current year. The increase is due to projected increases in ridership, including ridership added through six months of operation of the Silver Line.

**Exhibit 4**  
**WMATA Proposed Fiscal 2014 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 2014, the local subsidy supports 45.0% of spending. The local subsidy is projected to increase by \$60.1 million over the current year (8.9%), as shown in **Exhibit 5**.

**Exhibit 5**  
**WMATA Operating Budget Resources**  
**Maryland Operating Subsidy**  
**Fiscal 2011-2014**  
**(\$ in Millions)**

	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>\$ Change</u> <u>2013-14</u>	<u>% Change</u> <u>2013-14</u>
Revenue	\$806.6	\$809.9	\$874.0	\$891.9	\$17.9	2.1%
Local Subsidy	550.3	594.1	671.4	731.5	60.1	8.9%
Preventive Maintenance/Other	60.7	30.7	30.7	30.7	0.0	0.0%
<b>Total</b>	<b>\$1,417.6</b>	<b>\$1,434.7</b>	<b>\$1,576.1</b>	<b>\$1,654.1</b>	<b>\$78.0</b>	<b>5.0%</b>
Maryland Share of Operating Subsidy	\$228.6	\$256.7	\$263.9	\$287.0	\$23.1	8.8%
WMATA Projection				\$279.9	\$16.0	6.1%
<b>Difference</b>				<b>\$7.1</b>		

WMATA: Washington Metropolitan Area Transit Authority

Note: Excludes debt service and audit adjustments.

Source: Washington Metropolitan Area Transit Authority; Maryland State Fiscal 2014 Budget; Department of Legislative Services

Exhibit 5 also shows that the amount included in the Maryland budget for WMATA operations is \$7.1 million more than the estimated requirement, based on WMATA's proposed budget. If the approved WMATA budget requires a contribution greater than what is included in the Maryland budget, MDOT will submit a budget amendment to align the fiscal 2014 appropriation to the amount needed. If the amount appropriated is greater than needed, the difference will cancel at the year-end closeout. **Appendix 6** provides an estimated allocation of the State operating and capital grants by local jurisdiction.

## **Expenditures**

Fiscal 2014 operating expenditures are projected to increase by \$78 million over the current year. Over one-third of this increase (\$30 million) is related to operating costs for the Silver Line. An additional \$17 million of the increase will address safety and security. Inflationary increases on the base budget make up the remainder of the increase.

Personnel-related expenses comprise 71.5% of the fiscal 2014 budget. Contractual services, including maintenance, custodial and paratransit, comprise the next largest area of expenditure and account for 12.6% of the fiscal 2014 budget.

## **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 2013 to 2018 Consolidated Transportation Program**

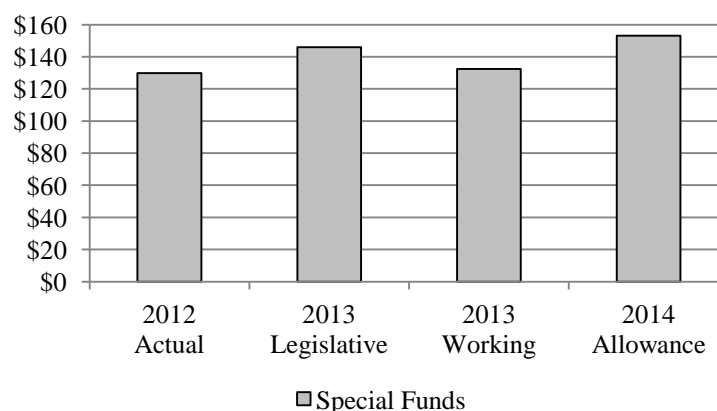
The six-year total special fund spending programmed for the WMATA capital grant in the Maryland *Consolidated Transportation Program* is \$837.3 million. Most of that funding is used on infrastructure rehabilitation and replacement to maintain the system in a state of good repair.

### **Fiscal 2013 and 2014 Cash Flow Analysis**

As shown in **Exhibit 6**, the fiscal 2013 working appropriation decreases \$13.5 million from the legislative appropriation. This decrease is due to WMATA updating its projected cash flow needs of spending. The fiscal 2014 allowance increases \$20.7 million to reflect the cash flows projected in the coming year.

---

**Exhibit 6**  
**Cash Flow Changes**  
**Fiscal 2012-2014**  
**(\$ in Millions)**



Source: Maryland Department of Transportation, 2013-2018 *Consolidated Transportation Program*

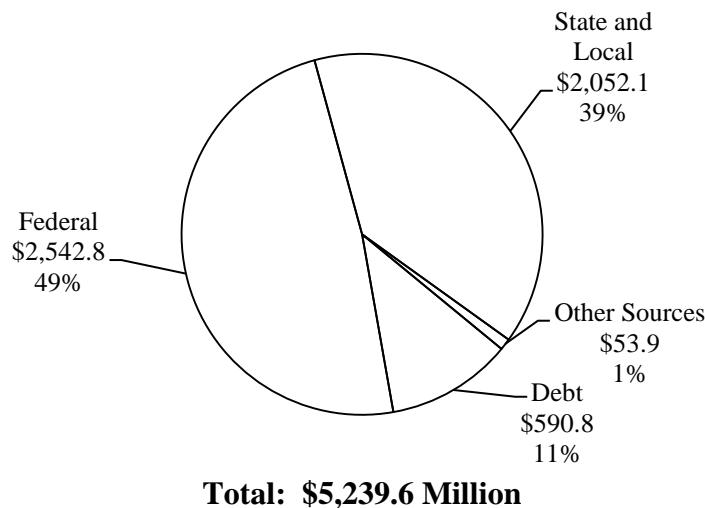
---

## WMATA Capital Program

WMATA's proposed fiscal 2014-2019 *Capital Improvement Program* (CIP) totals \$5.2 billion. As shown in **Exhibit 7**, federal funds comprise almost half of the funding (49%); State and local contributions comprise 39%; and debt and other sources comprise the remaining 12%.

---

**Exhibit 7**  
**WMATA Capital Program Fiscal 2014-2019**  
**Sources of Funding**  
**(\$ in Millions)**



WMATA: Washington Metropolitan Area Transit Authority

Source: Washington Metropolitan Area Transit Authority

---

WMATA's capital budget divides spending into nine categories as shown in **Exhibit 8**. Vehicles and vehicle parts comprise the largest category of spending at 41.8%. Spending on rail system infrastructure rehabilitation and on passenger facilities are the next largest categories of spending at 11.1 and 11.0%, respectively. WMATA indicates that over 92.0% of the planned investment advances the safety, rehabilitation, and replacement of Metro's infrastructure, facilities, equipment, systems, railcars, buses, and paratransit vehicles.

---

**Exhibit 8**  
**WMATA Capital Spending by Category**  
**Fiscal 2014-2019**  
**(\$ in Millions)**

<u>Category of Spending</u>	<u>Fiscal 2014</u>	<u>Six-year Total</u>	<u>% of Total</u>
Vehicles/Vehicle Parts	\$221.0	\$2,187.6	41.8%
Rail System Infrastructure Rehabilitation	119.5	584.2	11.1%
Maintenance Facilities	165.5	475.7	9.1%
Systems and Technology	97.2	465.0	8.9%
Track and Structures	59.7	422.1	8.1%
Passenger Facilities	98.8	575.2	11.0%
Maintenance Equipment	87.1	416.8	8.0%
Other Facilities	24.0	98.0	1.9%
Project Management and Support	2.5	15.0	0.3%
<b>Total</b>	<b>\$875.3</b>	<b>\$5,239.6</b>	<b>100.0%</b>

WMATA: Washington Metropolitan Area Transit Authority

Source: Washington Metropolitan Area Transit Authority

---

WMATA indicates that in fiscal 2014, the \$875.3 million in capital spending will do the following:

- provide safety improvements and implement National Transportation Safety Board recommendations;
- rehabilitate and replace track and rail structures to achieve a state of good repair and a steady state of maintenance;
- replace 400 railcars;
- replace 100 Metrobuses and rehabilitate 100 more buses;
- replace 150 MetroAccess vehicles;

*J00A0104 – MDOT – Washington Area Metropolitan Transit Authority*

- complete the new district 2 police substation and training facility and the special operations division facility;
- rehabilitate rail line segment infrastructure;
  - Red Line rehabilitation stages 1 and 2, and
  - Orange/Blue Line rehabilitation stage 1;
- replace Southern Avenue and Royal Street bus facilities;
- rehabilitate rail yards (Alexandria, Brentwood, and New Carrollton) and bus facilities (Western, Northern, and Landover);
- modernize Metro's fare collection infrastructure and technology;
- replace/rehabilitate approximately 158 escalators; and
- rehabilitate approximately 57 elevators.

While the primary focus of WMATA's fiscal 2014-2019 CIP is on safety improvements and the rebuilding and replacement of existing systems, it also includes planning and preparing for future capacity investments including:

- preliminary investment to initiate the acquisition of 90 expansion railcars to expand Metrorail capacity;
- phased investment in power system infrastructure upgrades to support future eight-car train operation;
- station capacity and access improvements at Gallery Place and Union Station;
- additional buses to reduce overcrowding and improve ontime performance (45 expansion buses in fiscal 2017-2019); and
- continued investment in planning and project development for core and station capacity projects.

**Federal Funding**

WMATA receives federal funding for its capital program both through federal formula programs for transit and through the federal Passenger Rail Investment and Improvement Act (PRIIA). PRIIA funding is a general fund program subject to federal appropriation and is, therefore, subject to sequestration. The WMATA CIP assumes a reduction of \$12 million of the expected

***J00A0104 – MDOT – Washington Area Metropolitan Transit Authority***

annual PRIIA appropriation in both fiscal 2014 and 2015 in anticipation of the impact of sequestration.

## ***Operating Budget Recommended Actions***

---

1. Concur with Governor's allowance.



## ***PAYGO Budget Recommended Actions***

---

1. Concur with Governor's allowance.

## ***Current and Prior Year Budgets***

---

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

	<b><u>General Fund</u></b>	<b><u>Special Fund</u></b>	<b><u>Federal Fund</u></b>	<b><u>Reimb. Fund</u></b>	<b><u>Total</u></b>
<b>Fiscal 2012</b>					
Legislative Appropriation	\$0	\$238,950	\$0	\$0	\$238,950
Deficiency Appropriation	0	0	0	0	0
Budget Amendments	0	17,792	0	0	17,792
Reversions and Cancellations	0	-20	0	0	-20
<b>Actual Expenditures</b>	<b>\$0</b>	<b>\$256,722</b>	<b>\$0</b>	<b>\$0</b>	<b>\$256,722</b>
<b>Fiscal 2013</b>					
Legislative Appropriation	\$0	\$262,688	\$0	\$0	\$262,688
Budget Amendments	0	1,211	0	0	1,211
<b>Working Appropriation</b>	<b>\$0</b>	<b>\$263,899</b>	<b>\$0</b>	<b>\$0</b>	<b>\$263,899</b>

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

---

## **Fiscal 2012**

The fiscal 2012 budget for the WMATA operating grant closed out \$17.8 million higher than the legislative appropriation. A budget amendment added \$17.8 million to conform the State grant to the WMATA budget, which is finalized after the State budget is enacted. A \$20,000 year-end cancellation represents the amount of the State appropriation over the final amount needed for the WMATA grant.

## **Fiscal 2013**

The fiscal 2013 working appropriation is \$1.2 million higher than the legislative appropriation and represents funds needed to conform the State grant to the WMATA budget, which is finalized after the State budget is enacted.

**Object/Fund Difference Report  
WMATA – Operating Budget**

<u>Object/Fund</u>	<u>FY 12 Actual</u>	<u>FY 13 Working Appropriation</u>	<u>FY 14 Allowance</u>	<u>FY 13 - FY 14 Amount Change</u>	<u>Percent Change</u>
<b>Objects</b>					
12 Grants, Subsidies, and Contributions	\$ 256,721,778	\$ 263,899,241	\$ 287,000,000	\$ 23,100,759	8.8%
<b>Total Objects</b>	<b>\$ 256,721,778</b>	<b>\$ 263,899,241</b>	<b>\$ 287,000,000</b>	<b>\$ 23,100,759</b>	<b>8.8%</b>
<b>Funds</b>					
03 Special Fund	\$ 256,721,778	\$ 263,899,241	\$ 287,000,000	\$ 23,100,759	8.8%
<b>Total Funds</b>	<b>\$ 256,721,778</b>	<b>\$ 263,899,241</b>	<b>\$ 287,000,000</b>	<b>\$ 23,100,759</b>	<b>8.8%</b>

Note: The fiscal 2013 appropriation does not include deficiencies. The fiscal 2014 allowance does not include contingent reductions.

**Fiscal Summary  
WMATA – Operating Budget**

<u>Program/Unit</u>	<u>FY 12 Actual</u>	<u>FY 13 Wrk Approp</u>	<u>FY 14 Allowance</u>	<u>Change</u>	<u>FY 13 - FY 14 % Change</u>
04 Washington Metropolitan Area Transit - Operating	\$ 256,721,778	\$ 263,899,241	\$ 287,000,000	\$ 23,100,759	8.8%
05 Washington Metropolitan Area Transit - Capital	129,926,424	132,449,000	153,149,000	20,700,000	15.6%
<b>Total Expenditures</b>	<b>\$ 386,648,202</b>	<b>\$ 396,348,241</b>	<b>\$ 440,149,000</b>	<b>\$ 43,800,759</b>	<b>11.1%</b>
Special Fund	\$ 386,648,202	\$ 396,348,241	\$ 440,149,000	\$ 43,800,759	11.1%
<b>Total Appropriations</b>	<b>\$ 386,648,202</b>	<b>\$ 396,348,241</b>	<b>\$ 440,149,000</b>	<b>\$ 43,800,759</b>	<b>11.1%</b>

Note: The fiscal 2013 appropriation does not include deficiencies. The fiscal 2014 allowance does not include contingent reductions.

**Budget Amendments for Fiscal 2013**  
**Maryland Department of Transportation**  
**Washington Metropolitan Area Transit Authority – Operating**

<b><u>Status</u></b>	<b><u>Amendment</u></b>	<b><u>Fund</u></b>	<b><u>Justification</u></b>
Approved	\$1,211,031	Special	Align the grant to WMATA with the level required for the approved WMATA budget.

WMATA: Washington Metropolitan Area Transit Authority

Source: Maryland Department of Transportation

**Budget Amendments for Fiscal 2013**  
**Maryland Department of Transportation**  
**Washington Metropolitan Area Transit Authority – Capital**

<b><u>Status</u></b>	<b><u>Amendment</u></b>	<b><u>Fund</u></b>	<b><u>Justification</u></b>
Pending	-\$13,507,000	Special	Align the grant to WMATA with the level required for the approved WMATA budget.

WMATA: Washington Metropolitan Area Transit Authority

Source: Maryland Department of Transportation

### WMATA Operating and Capital Subsidies Allocated by Jurisdiction Fiscal 2014

	<u>Prince George's County</u>	<u>Montgomery County</u>	<u>Total</u>
<b>Operating Subsidy</b>			
<b>Metrobus Operating Subsidy</b>			
Regional bus subsidy	\$56.7	\$49.6	\$106.3
Non-regional bus subsidy	22.7	9.6	32.2
<b>Subtotal</b>	<b>\$79.4</b>	<b>\$59.2</b>	<b>\$138.6</b>
<b>Metrorail Operating Subsidy</b>			
Base allocation	\$34.3	\$38.8	\$73.2
Max fare subsidy	1.4	3.1	4.5
<b>Subtotal</b>	<b>\$35.7</b>	<b>\$41.9</b>	<b>\$77.6</b>
<b>MetroAccess Subsidy</b>	\$41.7	\$22.0	\$63.7
<b>Debt Service</b>	\$7.6	\$7.0	\$14.6
<b>Fiscal 2011/2012 Audit Adjustment</b>	-\$11.0	-\$4.6	-\$15.6
<b>Total Operating Subsidy</b>	<b>\$153.4</b>	<b>\$125.5</b>	<b>\$278.9</b>
<b>Capital Subsidy</b>			
<b>Formula Match and System Performance</b>	\$35.3	\$34.2	\$69.5
<b>Passenger Rail Investment and Improvement Act<sup>1</sup></b>	\$31.0	\$25.3	\$56.3
<b>Total Capital Subsidy</b>	\$66.3	\$59.5	\$125.8
<b>Total Subsidy – Operating and Capital</b>	<b>\$219.7</b>	<b>\$185.0</b>	<b>\$404.7</b>

WMATA: Washington Metropolitan Area Transit Authority

<sup>1</sup>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.

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.

Source: Washington Metropolitan Area Transit Authority; Department of Legislative Services