

NVTC Urges Continued Dedicated Federal Investment in WMATA



Where things stand

Funds available through the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) are critical to the Washington Metropolitan Area Transit Authority's (WMATA) ability to provide safe and reliable service. Without Congressional reauthorization of PRIIA or passage of a substitute measure prior to the end of fiscal year 2018, WMATA stands to lose up to \$300 million annually.

PRIIA provides a total of \$300 million a year to WMATA for state of good repair projects, leveraging \$150 million annually in federal investment with \$150 million a year in state match.

What is PRIIA funding?

When Congress passed PRIIA, which was designed to strengthen the nation's passenger rail network, it authorized \$1.5 billion in federal funds for WMATA over 10 years. The legislation requires that Virginia, Maryland and the District of Columbia provide an annual match of \$150 million, or \$50 million each. PRIIA funds help WMATA address federal safety mandates, repair aging track, purchase new rail cars, fix escalators and elevators, and rehabilitate rail stations and platforms.

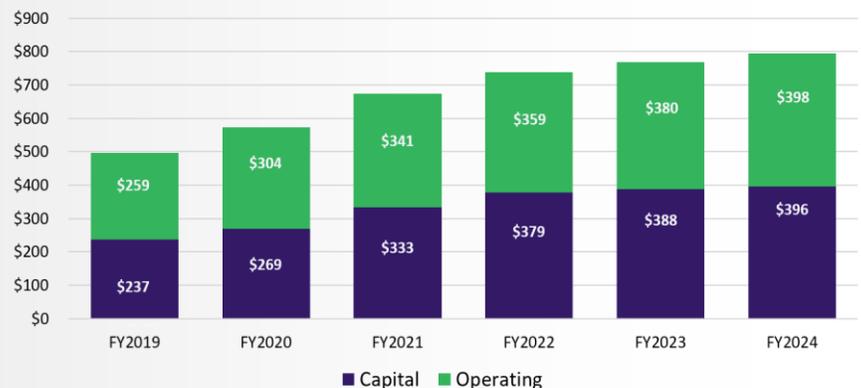
What happens if PRIIA is not renewed?

Because it is not possible to reduce Metro's capital budget without impinging on the safety and reliability of service, jurisdictions that are signatories to the WMATA compact would be forced to make up the difference. In Virginia, that would place an extreme financial burden on the cities of Alexandria, Fairfax and Falls Church and the counties of Arlington and Fairfax. Congress' failure to reauthorize PRIIA or pass replacement funding legislation would make it impossible for Metro to perform much-needed safety, reliability and efficiency upgrades.

What is the solution?

Given that more than 40 percent of morning rush hour trips on Metro are taken by federal employees, it is incumbent on Congress to fund WMATA at a level no less than the current \$1.5 billion over 10 years to support Metro's state of good repair program. Looking to the future, WMATA estimates it will need \$15.5 billion over the next 10 years to ensure passenger safety and service reliability. The bulk of that amount – more than 90 percent – remains unfunded. Additional long-term federal funding is essential to maintain and modernize a system that provides over 600,000 rail trips each weekday, 30 percent of which are by Virginians. Without these investments, we risk undermining the region's future prosperity and may actually incur greater costs should Metro deteriorate.

Estimated Annual Capital and Operating Contributions by Virginia Jurisdictions (in Millions)



Note: Capital projections assume PRIIA ends after FY2020.
Source: WMATA [FY2019 Proposed Budget Presentation](#)