

SUBJECT:

PROPOSED  
RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, Federal regulations require metropolitan areas to develop a financially Constrained Long Range Plan (CLRP) for transit, highways and other surface transportation systems to include all projects and programs that anticipate receiving federal funds and are regionally significant; and

WHEREAS, The National Capital Region Transportation Planning Board (TPB) has initiated programs and projects that address the preservation, operations, maintenance, and expansion of transportation systems; and

WHEREAS, The TPB 2006 CLRP for the greater Washington metropolitan area must include programs and projects that address the preservation, operations, maintenance, and expansion of transportation systems; and

WHEREAS, There has been a substantial regional effort to dedicate revenue to the operation, rehabilitation, and maintenance of WMATA; and

WHEREAS, The adoption of the CLRP by the TPB will not lessen the importance of dedicated funding; and

WHEREAS, The WMATA submission to the TPB 2006 CLRP builds upon planning and programming already accomplished by other state, local, and regional government agencies, and brings these plans and programs through a 2030 planning horizon; and

WHEREAS, The programs included in this CLRP submission will permit WMATA to operate 100% 8-car trains and expand Metrobus to meet market demand; and

WHEREAS, The WMATA submission to the TPB 2006 CLRP contains the costs for projects and programs for replacement, rehabilitation and expansion, for the Metrorail and Metrobus systems and MetroAccess through 2030, now therefore be it

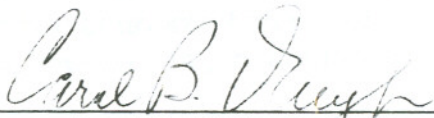
RESOLVED, That the Board of Directors approves the WMATA submission to the TPB 2006 CLRP attached to this resolution; and be it further

RESOLVED, That the Board of Directors authorizes the General Manager to forward the WMATA submission for the TPB 2006 CLRP and supporting documentation to the TPB by its March 2006 meeting for inclusion in the proposed list of transportation needs and projects, and to provide copies of the submission to federal, state and local governments and other interested parties upon request; and be it further

RESOLVED, That the General Manager is directed to report periodically to the Board of Directors on the status of the TPB's consideration of the WMATA submission to the TPB 2006 CLRP; and be it finally

RESOLVED, That this resolution is effective immediately.

Reviewed for legal form and sufficiency:

  
\_\_\_\_\_  
Carol B. O'Keeffe  
General Counsel

March 10, 2006



Mr. Ronald Kirby  
Director  
Department of Transportation Planning  
Metropolitan Washington Council of Governments  
777 North Capitol Street, NE, Suite 300  
Washington, DC 20002

Dear Mr. Kirby:

The Washington Metropolitan Area Transportation Authority (WMATA) Board has approved the WMATA financial and project inputs to the 2006 Constrained Long-Range Plan (CLRP). By this letter, I am formally transmitting WMATA's 2006 CLRP inputs to the Transportation Planning Board (TPB).

WMATA's inputs are based on the projects needed to keep pace with ridership growth and mitigate crowding, as defined by WMATA's Board of Directors. WMATA's capital and operating expenditure and revenues are based on WMATA's most recently approved budget (FY2006). The assumption of state and local revenue is based on the amount necessary to fund the projects WMATA included in the CLRP; however, those funds will ultimately be submitted by the jurisdictions themselves.

If you have any technical questions regarding WMATA's submission, please call Scott Kubly at 202-962-2677 or email him at [skubly@wmata.com](mailto:skubly@wmata.com).

Sincerely,

Dan Tangherlini  
Interim General Manager

Enclosure

Washington  
Metropolitan Area  
Transit Authority

800 Fifth Street, NW  
Washington, DC 20001  
202/962-1234

By Metrorail:  
Judiciary Square—Red Line  
Gallery Place-Chinatown—  
Red, Green and  
Yellow Lines  
By Metrobus:  
Routes D1, D3, D6, P6,  
70, 71, 30, X2

A District of Columbia,  
Maryland and Virginia  
Transit Partnership



**WMATA Constrained Long Range Plan Submission**  
**Capital**

Total Revenue and Expenditure per Period, FY05 (in millions)

|                                 |   | FY07-10                    | FY11-15    | FY16-20    | FY21-25    | FY26-30    | FY07-30     |
|---------------------------------|---|----------------------------|------------|------------|------------|------------|-------------|
| <b>Expenditures</b>             |   |                            |            |            |            |            |             |
| 1                               | 6 | \$ 1,986.9                 | \$ 575.6   | \$ 134.1   | \$ 48.3    | \$ -       | \$ 2,744.8  |
| 2                               |   | IRP (FY11 - FY30)          | \$ -       | \$ 1,782.7 | \$ 1,580.2 | \$ 1,513.1 | \$ 6,314.0  |
| 3                               |   | Capacity Enhancement       | \$ 223.7   | \$ 930.2   | \$ 772.8   | \$ -       | \$ 2,046.0  |
| 4                               |   | 100% 8-Car Trains          | \$ -       | \$ 294.8   | \$ 269.0   | \$ -       | \$ 563.8    |
| 5                               |   | Project Development        | \$ 12.0    | \$ 15.0    | \$ 15.0    | \$ 15.0    | \$ 72.0     |
| 6                               |   | Total (=1+2+3+4+5)         | \$ 2,222.5 | \$ 3,598.3 | \$ 2,771.0 | \$ 1,453.1 | \$ 11,740.6 |
| <b>Revenue</b>                  |   |                            |            |            |            |            |             |
| 7                               |   | Federal Formula            | \$ 766.0   | \$ 1,022.8 | \$ 1,006.0 | \$ 989.3   | \$ 4,757.2  |
| 8                               |   | Federal Discretionary      | \$ 92.9    | \$ -       | \$ -       | \$ -       | \$ 92.9     |
| 9                               |   | Internally Generated Funds | \$ 34.5    | \$ 5.1     | \$ 4.4     | \$ 3.2     | \$ 50.9     |
| 10                              |   | Metro Matters Debt         | \$ 408.1   | \$ -       | \$ -       | \$ -       | \$ 408.1    |
| 11                              |   | Total (=7+8+9+10)          | \$ 1,301.5 | \$ 1,027.9 | \$ 1,010.3 | \$ 976.2   | \$ 5,309.1  |
| State/Local/Federal Non-Formula |   | \$ 921.1                   | \$ 2,570.3 | \$ 1,760.7 | \$ 702.5   | \$ 476.9   | \$ 6,431.5  |

**WMATA Constrained Long Range Plan Submission**  
**Capital**

Total Revenue and Expenditure per Period, YOE (in millions)

|                                 |  | FY07-10    | FY11-15    | FY16-20    | FY21-25    | FY26-30    | FY07-30     |
|---------------------------------|--|------------|------------|------------|------------|------------|-------------|
| <b>Expenditures</b>             |  |            |            |            |            |            |             |
| 1                               | Metro Matters                          | \$ 2,204.9 | \$ 719.5   | \$ 196.0   | \$ 81.7    | \$ -       | \$ 3,202.1  |
| 2                               | IRP (FY11 - FY30)                      | \$ -       | \$ 2,273.1 | \$ 2,347.6 | \$ 2,614.9 | \$ 2,898.5 | \$ 10,134.1 |
| 3                               | Capacity Enhancement                   | \$ 252.6   | \$ 1,197.8 | \$ 1,139.4 | \$ 194.2   | \$ -       | \$ 2,784.0  |
| 4                               | 100% 8-Car Trains (90 additional cars) | \$ -       | \$ 387.6   | \$ 387.6   | \$ -       | \$ -       | \$ 775.2    |
| 5                               | Project Development                    | \$ 12.0    | \$ 15.0    | \$ 15.0    | \$ 15.0    | \$ 15.0    | \$ 72.0     |
| 6                               | Total (=1+2+3+4+5)                     | \$ 2,469.5 | \$ 4,593.0 | \$ 4,085.6 | \$ 2,905.8 | \$ 2,913.5 | \$ 16,967.4 |
| <b>Revenue</b>                  |  |            |            |            |            |            |             |
| 7                               | Federal Formula                        | \$ 854.3   | \$ 1,306.0 | \$ 1,495.8 | \$ 1,713.1 | \$ 1,961.9 | \$ 7,331.1  |
| 8                               | Federal Discretionary                  | \$ 104.0   | \$ -       | \$ -       | \$ -       | \$ -       | \$ 104.0    |
| 9                               | Internally Generated Funds             | \$ 37.7    | \$ 6.5     | \$ 6.5     | \$ 6.5     | \$ 6.5     | \$ 63.7     |
| 10                              | Metro Matters Debt                     | \$ 402.4   | \$ -       | \$ -       | \$ -       | \$ -       | \$ 402.4    |
| 11                              | Total (=7+8+9+10)                      | \$ 1,398.4 | \$ 1,312.5 | \$ 1,502.3 | \$ 1,719.6 | \$ 1,968.4 | \$ 7,901.2  |
| State/Local/Federal Non-Formula |  | \$ 1,071.1 | \$ 3,280.4 | \$ 2,583.3 | \$ 1,186.3 | \$ 945.1   | \$ 9,066.2  |

**WMATA Constrained Long Range Plan Submission**  
**Capital**

Total Revenue and Expenditure per Period, FY05 (in millions)

|                                 |                            | FY07-10    | FY11-15    | FY16-20    | FY21-25    | FY26-30    | FY07-30     |
|---------------------------------|----------------------------|------------|------------|------------|------------|------------|-------------|
| <b>Expenditures</b>             |                            |            |            |            |            |            |             |
| 1                               | Metro Matters              | \$ 1,986.9 | \$ 575.6   | \$ 134.1   | \$ 48.3    | \$ -       | \$ 2,744.8  |
| 2                               | IRP (FY11 - FY30)          | \$ -       | \$ 1,782.7 | \$ 1,580.2 | \$ 1,513.1 | \$ 1,438.1 | \$ 6,314.0  |
| 3                               | Capacity Enhancement       | \$ 223.7   | \$ 930.2   | \$ 772.8   | \$ 119.3   | \$ -       | \$ 2,046.0  |
| 4                               | 100% 8-Car Trains          | \$ -       | \$ 294.8   | \$ 269.0   | \$ -       | \$ -       | \$ 563.8    |
| 5                               | Project Development        | \$ 12.0    | \$ 15.0    | \$ 15.0    | \$ 15.0    | \$ 15.0    | \$ 72.0     |
| 6                               | Total (=1+2+3+4+5)         | \$ 2,222.5 | \$ 3,598.3 | \$ 2,771.0 | \$ 1,695.7 | \$ 1,453.1 | \$ 11,740.6 |
| <b>Revenue</b>                  |                            |            |            |            |            |            |             |
| 7                               | Federal Formula            | \$ 766.0   | \$ 1,022.8 | \$ 1,006.0 | \$ 989.3   | \$ 973.0   | \$ 4,757.2  |
| 8                               | Federal Discretionary      | \$ 92.9    | \$ -       | \$ -       | \$ -       | \$ -       | \$ 92.9     |
| 9                               | Davis Bill                 | \$ 261.6   | \$ 588.4   | \$ 312.3   | \$ -       | \$ -       | \$ 1,162.3  |
| 10                              | Internally Generated Funds | \$ 34.5    | \$ 5.1     | \$ 4.4     | \$ 3.8     | \$ 3.2     | \$ 50.9     |
| 11                              | Metro Matters Debt         | \$ 408.1   | \$ -       | \$ -       | \$ -       | \$ -       | \$ 408.1    |
| 12                              | Total (=7+8+9+10+11)       | \$ 1,563.1 | \$ 1,616.3 | \$ 1,322.7 | \$ 993.1   | \$ 976.2   | \$ 6,471.4  |
| State/Local/Federal Non-Formula |                            | \$ 659.5   | \$ 1,982.0 | \$ 1,448.4 | \$ 702.5   | \$ 476.9   | \$ 5,269.2  |

Note: Includes funding from proposed Davis Bill, with funding beginning in FY2008



**WMATA Constrained Long Range Plan Submission**  
**Capital**

Total Revenue and Expenditure per Period, YOE (in millions)

|                                 |  | FY07-10    | FY11-15    | FY16-20    | FY21-25    | FY26-30    | FY07-30     |
|---------------------------------|--|------------|------------|------------|------------|------------|-------------|
| <b>Expenditures</b>             |  |            |            |            |            |            |             |
| 1                               | Metro Matters                          | \$ 2,204.9 | \$ 719.5   | \$ 196.0   | \$ 81.7    | \$ -       | \$ 3,202.1  |
| 2                               | IRP (FY11 - FY30)                      | \$ -       | \$ 2,273.1 | \$ 2,347.6 | \$ 2,614.9 | \$ 2,898.5 | \$ 10,134.1 |
| 3                               | Capacity Enhancement                   | \$ 252.6   | \$ 1,197.8 | \$ 1,139.4 | \$ 194.2   | \$ -       | \$ 2,784.0  |
| 4                               | 100% 8-Car Trains (90 additional cars) | \$ -       | \$ 387.6   | \$ 387.6   | \$ -       | \$ -       | \$ 775.2    |
| 5                               | Project Development                    | \$ 12.0    | \$ 15.0    | \$ 15.0    | \$ 15.0    | \$ 15.0    | \$ 72.0     |
| 6                               | Total (=1+2+3+4+5)                     | \$ 2,469.5 | \$ 4,593.0 | \$ 4,085.6 | \$ 2,905.8 | \$ 2,913.5 | \$ 16,967.4 |
| <b>Revenue</b>                  |  |            |            |            |            |            |             |
| 7                               | Federal Formula                        | \$ 854.3   | \$ 1,306.0 | \$ 1,495.8 | \$ 1,713.1 | \$ 1,961.9 | \$ 7,331.1  |
| 8                               | Federal Discretionary                  | \$ 104.0   | \$ -       | \$ -       | \$ -       | \$ -       | \$ 104.0    |
| 9                               | Davis Bill                             | \$ 300.0   | \$ 750.0   | \$ 450.0   | \$ -       | \$ -       | \$ 1,500.0  |
| 10                              | Internally Generated Funds             | \$ 37.7    | \$ 6.5     | \$ 6.5     | \$ 6.5     | \$ 6.5     | \$ 63.7     |
| 11                              | Metro Matters Debt                     | \$ 402.4   | \$ -       | \$ -       | \$ -       | \$ -       | \$ 402.4    |
| 12                              | Total (=7+8+9+10+11)                   | \$ 1,698.4 | \$ 2,062.5 | \$ 1,952.3 | \$ 1,719.6 | \$ 1,968.4 | \$ 9,401.2  |
| State/Local/Federal Non-Formula |  | \$ 771.1   | \$ 2,530.4 | \$ 2,133.3 | \$ 1,186.3 | \$ 945.1   | \$ 7,566.2  |

Note: Includes funding from proposed Davis Bill

## WMATA Constrained Long Range Plan Submission

### Operating

Total Revenue and Expenditure per Period, FY05 (in millions)

|                     |                        | FY07-10    | FY11-15    | FY16-20    | FY21-25    | FY26-30    | FY07-30     |
|---------------------|------------------------|------------|------------|------------|------------|------------|-------------|
| <b>Expenditures</b> |                        |            |            |            |            |            |             |
| 1                   | Metrobus               | \$ 1,600.8 | \$ 2,287.6 | \$ 2,510.2 | \$ 2,622.6 | \$ 2,740.1 | \$ 11,761.2 |
| 2                   | Metrorail              | \$ 2,301.4 | \$ 2,930.2 | \$ 3,003.6 | \$ 3,101.8 | \$ 3,162.2 | \$ 14,499.1 |
| 3                   | Dulles Extension       | \$ -       | \$ 233.6   | \$ 379.6   | \$ 377.6   | \$ 369.7   | \$ 1,360.5  |
| 4                   | MetroAccess            | \$ 361.5   | \$ 751.2   | \$ 979.5   | \$ 1,125.6 | \$ 1,293.5 | \$ 4,511.3  |
| 5                   | Debt Service           | \$ 98.9    | \$ 66.8    | \$ -       | \$ -       | \$ -       | \$ 165.6    |
| 6                   | Total                  | \$ 4,362.6 | \$ 6,269.3 | \$ 6,872.9 | \$ 7,227.6 | \$ 7,565.4 | \$ 32,297.8 |
| <b>Revenue</b>      |                        |            |            |            |            |            |             |
| 7                   | Metrobus               | \$ 532.0   | \$ 755.7   | \$ 828.4   | \$ 865.5   | \$ 904.2   | \$ 3,885.7  |
| 8                   | Metrorail              | \$ 1,747.3 | \$ 2,184.8 | \$ 2,184.7 | \$ 2,176.1 | \$ 2,065.8 | \$ 10,358.8 |
| 9                   | Dulles Extension       | \$ -       | \$ 126.4   | \$ 183.6   | \$ 181.2   | \$ 175.2   | \$ 666.4    |
| 10                  | MetroAccess            | \$ 29.7    | \$ 81.3    | \$ 111.0   | \$ 110.5   | \$ 110.0   | \$ 442.6    |
| 11                  | Total                  | \$ 2,309.1 | \$ 3,148.2 | \$ 3,307.8 | \$ 3,333.3 | \$ 3,255.2 | \$ 15,353.6 |
| <b>Subsidy</b>      |                        |            |            |            |            |            |             |
|                     | Metrobus (1-7)         | \$ 1,068.8 | \$ 1,531.9 | \$ 1,681.8 | \$ 1,757.1 | \$ 1,835.8 | \$ 7,875.5  |
|                     | Metrorail (2-8)        | \$ 554.0   | \$ 745.4   | \$ 818.9   | \$ 925.7   | \$ 1,096.4 | \$ 4,140.3  |
|                     | Dulles Extension (3-9) | \$ -       | \$ 107.2   | \$ 196.0   | \$ 196.4   | \$ 194.5   | \$ 694.1    |
|                     | MetroAccess (3-9)      | \$ 331.8   | \$ 669.9   | \$ 868.5   | \$ 1,015.1 | \$ 1,183.5 | \$ 4,068.7  |
|                     | Debt Service           | \$ 98.9    | \$ 66.8    | \$ -       | \$ -       | \$ -       | \$ 165.6    |



## WMATA Constrained Long Range Plan Submission

### Operating

Total Revenue and Expenditure per Period, YOY (in millions)

|                     |                        | FY07-10    | FY11-15    | FY16-20    | FY21-25     | FY26-30     | FY07-30     |
|---------------------|------------------------|------------|------------|------------|-------------|-------------|-------------|
| <b>Expenditures</b> |                        |            |            |            |             |             |             |
| 1                   | Metrobus               | \$ 1,784.8 | \$ 2,927.5 | \$ 3,735.2 | \$ 4,544.4  | \$ 5,529.0  | \$ 18,520.8 |
| 2                   | Metrorail              | \$ 2,392.7 | \$ 3,450.3 | \$ 3,997.7 | \$ 4,665.4  | \$ 5,415.1  | \$ 19,921.1 |
| 3                   | Dulles Extension       | \$ -       | \$ 277.4   | \$ 505.1   | \$ 567.7    | \$ 632.8    | \$ 1,983.0  |
| 4                   | MetroAccess            | \$ 405.0   | \$ 965.0   | \$ 1,459.1 | \$ 1,952.7  | \$ 2,613.1  | \$ 7,394.8  |
| 5                   | Debt Service           | \$ 109.9   | \$ 82.9    | \$ -       | \$ -        | \$ -        | \$ 192.9    |
| 6                   | Total                  | \$ 4,692.4 | \$ 7,703.1 | \$ 9,697.1 | \$ 11,730.2 | \$ 14,189.9 | \$ 48,012.7 |
| <b>Revenue</b>      |                        |            |            |            |             |             |             |
| 7                   | Metrobus               | \$ 593.0   | \$ 967.2   | \$ 1,232.6 | \$ 1,499.7  | \$ 1,824.6  | \$ 6,117.0  |
| 8                   | Metrorail              | \$ 1,834.7 | \$ 2,597.9 | \$ 2,936.1 | \$ 3,304.4  | \$ 3,569.8  | \$ 14,242.8 |
| 9                   | Dulles Extension       | \$ -       | \$ 151.3   | \$ 246.8   | \$ 275.1    | \$ 302.9    | \$ 976.0    |
| 10                  | MetroAccess            | \$ 33.3    | \$ 104.9   | \$ 165.1   | \$ 191.4    | \$ 221.9    | \$ 716.6    |
| 11                  | Total                  | \$ 2,460.9 | \$ 3,821.3 | \$ 4,580.6 | \$ 5,270.5  | \$ 5,919.1  | \$ 22,052.4 |
| <b>Subsidy</b>      |                        |            |            |            |             |             |             |
|                     | Metrobus (1-7)         | \$ 1,191.8 | \$ 1,960.3 | \$ 2,502.6 | \$ 3,044.7  | \$ 3,704.4  | \$ 12,403.8 |
|                     | Metrorail (2-8)        | \$ 558.0   | \$ 852.4   | \$ 1,061.6 | \$ 1,361.0  | \$ 1,845.3  | \$ 5,678.3  |
|                     | Dulles Extension (3-9) | \$ -       | \$ 126.2   | \$ 258.3   | \$ 292.6    | \$ 329.9    | \$ 1,007.0  |
|                     | MetroAccess (3-9)      | \$ 371.7   | \$ 860.1   | \$ 1,294.0 | \$ 1,761.3  | \$ 2,391.2  | \$ 6,678.3  |
|                     | Debt Service           | \$ 109.9   | \$ 82.9    | \$ -       | \$ -        | \$ -        | \$ 192.9    |

FY07 FY11 FY15

Capital Allocation

|    |                        |       |       |       |
|----|------------------------|-------|-------|-------|
| 1  | District of Columbia   | 36.6% | 33.8% | 32.9% |
| 2  | Maryland               | 35.9% | 37.2% | 36.2% |
| 3  | Montgomery County      | 17.0% | 17.1% | 16.6% |
| 4  | Prince George's County | 18.8% | 20.0% | 19.6% |
| 5  | Virginia               | 27.5% | 29.1% | 30.9% |
| 6  | Alexandria             | 4.4%  | 4.4%  | 4.3%  |
| 7  | Arlington              | 8.7%  | 8.2%  | 8.0%  |
| 8  | Fairfax City           | 0.2%  | 0.2%  | 0.2%  |
| 9  | Fairfax County         | 13.9% | 15.9% | 16.2% |
| 10 | Falls Church           | 0.3%  | 0.3%  | 0.3%  |
| 11 | Loudoun                | 0.0%  | 0.0%  | 2.0%  |

Operating Allocation (Rail)

|    |                        |       |       |       |
|----|------------------------|-------|-------|-------|
| 1  | District of Columbia   | 32.7% | 31.7% | 30.1% |
| 2  | Maryland               | 38.3% | 37.0% | 35.5% |
| 3  | Montgomery County      | 19.3% | 18.6% | 17.9% |
| 4  | Prince George's County | 19.0% | 18.4% | 17.6% |
| 5  | Virginia               | 28.9% | 31.4% | 34.4% |
| 6  | Alexandria             | 4.5%  | 4.4%  | 4.2%  |
| 7  | Arlington              | 9.4%  | 9.2%  | 8.7%  |
| 8  | Fairfax City           | 0.3%  | 0.4%  | 0.3%  |
| 9  | Fairfax County         | 14.4% | 17.1% | 17.7% |
| 10 | Falls Church           | 0.3%  | 0.3%  | 3.2%  |
| 11 | Loudoun                | 0.0%  | 0.0%  | 0.3%  |

Operating Allocation (Bus)

|    |                        |       |       |       |
|----|------------------------|-------|-------|-------|
| 1  | District of Columbia   | 43.6% | 43.6% | 43.6% |
| 2  | Maryland               | 33.1% | 33.1% | 33.1% |
| 3  | Montgomery County      | 14.7% | 14.7% | 14.7% |
| 4  | Prince George's County | 18.4% | 18.4% | 18.4% |
| 5  | Virginia               | 23.3% | 23.3% | 23.3% |
| 6  | Alexandria             | 4.2%  | 4.2%  | 4.2%  |
| 7  | Arlington              | 6.4%  | 6.4%  | 6.4%  |
| 8  | Fairfax City           | 0.2%  | 0.2%  | 0.2%  |
| 9  | Fairfax County         | 12.2% | 12.2% | 12.2% |
| 10 | Falls Church           | 0.3%  | 0.3%  | 0.3%  |
| 11 | Loudoun                | 0.0%  | 0.0%  | 0.0%  |

Operating Allocation (MetroAccess)

|    |                        |       |       |       |
|----|------------------------|-------|-------|-------|
| 1  | District of Columbia   | 22.8% | 22.8% | 22.8% |
| 2  | Maryland               | 61.8% | 61.8% | 61.8% |
| 3  | Montgomery County      | 28.6% | 28.6% | 28.6% |
| 4  | Prince George's County | 33.2% | 33.2% | 33.2% |
| 5  | Virginia               | 15.4% | 15.4% | 15.4% |
| 6  | Alexandria             | 1.4%  | 1.4%  | 1.4%  |
| 7  | Arlington              | 1.0%  | 1.0%  | 1.0%  |
| 8  | Fairfax City           | 0.3%  | 0.3%  | 0.3%  |
| 9  | Fairfax County         | 12.4% | 12.4% | 12.4% |
| 10 | Falls Church           | 0.3%  | 0.3%  | 0.3%  |
| 11 | Loudoun                | 0.0%  | 0.0%  | 0.0%  |

Operating Allocation (Debt Service)

|    |                        |       |       |       |
|----|------------------------|-------|-------|-------|
| 1  | District of Columbia   | 37.6% | 37.6% | 37.6% |
| 2  | Maryland               | 35.4% | 35.4% | 35.4% |
| 3  | Montgomery County      | 17.7% | 17.7% | 17.7% |
| 4  | Prince George's County | 17.7% | 17.7% | 17.7% |
| 5  | Virginia               | 27.0% | 27.0% | 27.0% |
| 6  | Alexandria             | 5.2%  | 5.2%  | 5.2%  |
| 7  | Arlington              | 10.0% | 10.0% | 10.0% |
| 8  | Fairfax City           | 0.2%  | 0.2%  | 0.2%  |
| 9  | Fairfax County         | 11.5% | 11.5% | 11.5% |
| 10 | Falls Church           | 0.1%  | 0.1%  | 0.1%  |
| 11 | Loudoun                | 0.0%  | 0.0%  | 0.0%  |

1. Rail formula based on the Dulles Submission subsidy allocation formula
2. Bus allocation formula based on current formula (including reimbursable pr
3. MetroAccess formula based on current allocation formula