

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 North Capitol Street, N.E.  
Washington, D.C. 20002**

**RESOLUTION ENDORSING CONTIUIING EFFORTS  
TO IDENTIFY DEDICATED FUNDING FOR  
THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB) has been designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area; and

**WHEREAS**, in each year's update of the Constrained Long-Range Transportation Plan (CLRP) since 2000, the TPB has explicitly accounted for the funding uncertainties affecting the Metrorail system capacity and levels of service beyond 2005 by constraining transit ridership to or through the core area to 2005 levels; and

**WHEREAS**, as a result of the recent "Metro Matters" commitments for Metro's near-term funding, the transit ridership constraint to or through the core area is being applied in the 2005 CLRP conformity analysis using 2010 ridership levels rather than 2005 levels; and

**WHEREAS**, in February 2004 the TPB issued a report, *Time to Act*, concluding that substantial additional financial commitment at federal, state, regional, and local levels is necessary to meet WMATA's capital funding needs, and

**WHEREAS**, a number of entities (including the U.S. Government Accountability Office, the Brookings Institution, and the Northern Virginia Transportation Authority) have documented the financial difficulties faced by the Washington Metropolitan Area Transit Authority ("WMATA"), and have suggested or called for an independent analysis of the need for and potential creation of one or more dedicated revenue sources for WMATA; and

**WHEREAS**, on September 8, 2004, the Metropolitan Washington Council of Governments ("COG"), joined by the Greater Washington Board of Trade and the Federal City Council authorized the creation of a Blue Ribbon Panel to verify and quantify WMATA's current and future financial needs, to catalog and analyze potential alternative dedicated revenue sources for WMATA, and to make such findings, conclusions, and recommendations as the panel deemed financially and legally workable and appropriate; and

**WHEREAS**, the Blue Ribbon Panel issued its report on January 6, 2005 and recommended that WMATA compact jurisdictions implement a regional dedicated

revenue source to address projected shortfalls for capital maintenance and system enhancements, and further recommended that the federal government participate significantly in addressing projected shortfalls, and

**WHEREAS**, on January 19, 2005 the TPB approved Resolution R13-2005 endorsing the Panel Report, and its analysis, findings, conclusions, and recommendations; and

**WHEREAS**, on July 28, 2005 Congressman Tom Davis introduced a bill (National Capital Transportation Amendments Act of 2005) authorizing \$1.5 billion in federal capital funds, to be provided over 10 fiscal years beginning in FY 2007, contingent on the funds being matched with state/local dedicated funding; and

**WHEREAS**, the commitment of the \$1.5 billion in federal and \$1.5 billion state and local capital funding would address the funding uncertainties affecting the Metrorail system capacity and levels of service beyond 2010, and permit the TPB to remove the transit ridership constraint in the air quality conformity analysis for the CLRP; and

**WHEREAS**, a summit meeting will be held on October 3, 2005 to seek a regional commitment to actively pursue dedicated funding, examine proposed amendments to the WMATA compact, and identify target amounts to be raised through dedicated revenue sources and how dedicated funding responsibilities could be shared by compact jurisdictions;

**NOW THEREFORE BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

- Emphasizes the criticality of identifying the additional funding and improved management oversight and cost effective operation required to meet the preservation, rehabilitation, safety, security, and capacity expansion needs of the Metrorail and Metrobus system, so that the transit ridership constraint currently included in the region's Constrained Long-Range Transportation Plan can be removed.
- Expresses its deep appreciation and strong support for efforts by Congressman Tom Davis and the region's congressional delegation to provide significant federal funding to meet WMATA's needs, and for all efforts, including the October 3 summit, to identify dedicated funding for WMATA. The Board does not endorse any limit on the sources of funds that local jurisdictions may rely on to support WMATA.
- Encourages TPB members and other interested state and local officials to participate in the summit to be held on October 3, 2005.

**Adopted by the Transportation Planning Board at its regular meeting on September 21, 2005**