

**ITEM 8 - Action**  
October 20, 2004

Approval of a Resolution Declaring  
Funding Must be Identified to Meet Preservation, Rehabilitation,  
and Capacity Expansion Needs of the  
Metrorail and Metrobus System

**Staff**

**Recommendation:** Adopt Resolution R3-2005 to declare that funding must be identified to meet the preservation, rehabilitation, and capacity expansion needs of the Metrorail and Metrobus system.

**Issues:** None

**Background:** At the September 15 TPB meeting, the Board was briefed on the Washington Metropolitan Area Transit Authority's (WMATA) current operational needs and funding challenges, and on the implications for the region. The Board was also briefed on a new panel being cosponsored by the Metropolitan Washington Council of Governments, the Greater Washington Board of Trade, and the Federal City Council to address dedicated funding sources for WMATA.

TPB R3-2005  
October 20, 2004

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS  
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 North Capitol Street, N.E.  
Washington, D.C. 20002**

**RESOLUTION DECLARING FUNDING MUST BE IDENTIFIED TO MEET  
PRESERVATION, REHABILITATION, AND CAPACITY EXPANSION NEEDS OF THE  
METRORAIL AND METROBUS SYSTEM**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

**WHEREAS**, at the first annual TPB Report to the Region on Transportation on November 30, 2000 regional leaders agreed that the Washington region is facing a crisis in transportation funding and called for the federal, state and local governments to work together to address the funding challenge; and

**WHEREAS**, in February 2001, the TPB published: "A System in Crisis : The Funding Shortfall for the Washington Area Transportation System," which documented that current revenue sources provide an estimated \$3 billion per year in constant dollars during the next 25 years to rehabilitate, maintain and expand the region's transportation system; however, the region needs an additional \$1.74 billion per year— an increase of more than 50 percent – to meet rehabilitation and expansion needs; and

**WHEREAS**, on April 18, 2001 the TPB approved Resolution R36-2001, which declares that addressing unmet preservation, rehabilitation, and capacity expansion needs for the existing Metrorail system is a regional transportation priority, and urges that reliable sources of funding be identified by the federal, state, and local governments at the earliest possible time to address the unmet needs; and

**WHEREAS**, in November 2002, the TPB published a brochure: "TPB Principles for Reauthorization of Federal Surface Transportation Programs," which publicized the case for increased funding from the reauthorization of the federal surface transportation programs and to ask Congress "to address the unmet preservation, rehabilitation, and capacity expansion needs for the existing Metro system, a regional priority;" and

**WHEREAS**, on December 17, 2003 the TPB approved the *2003 Update to the Financially Constrained Long-Range Transportation Plan (CLRP) for the National*

*Capital Region*, which included only those projects and programs through 2030 that can be accommodated within the funding reasonably expected to be available; and

**WHEREAS**, the 2003 CLRP included a limited number of transit capacity expansion projects and also included a financial analysis that identified a need for a substantial “ramp-up” in Metrorail and Metrobus preservation funding beginning in 2005; and

**WHEREAS**, in February 2004, the TPB published a brochure: “Time to Act,” which highlighted the near term funding crisis facing transportation and in particular the Washington Metropolitan Area Transit Authority (WMATA), and identified \$2.2 billion in unfunded rehabilitation and preservation capital needs over the six year period 2005 to 2010; and

**WHEREAS**, on September 15, 2004, the TPB was briefed on WMATA’s current operational needs and funding challenges to sustain Metrorail and Metrobus service levels and reliability and to meet future demands for services, and on the implications for the region;

**WHEREAS**, on September 15, 2004, the TPB was also briefed on a new panel established to address dedicated funding sources for WMATA which is cosponsored by the Metropolitan Washington Council of Governments, the Greater Washington Board of Trade, and the Federal City Council and which will report its findings and recommendations by December 15, 2004;

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

- Support the efforts of the new panel cosponsored by the Metropolitan Washington Council of Governments, the Greater Washington Board of Trade, and the Federal City Council to address dedicated funding sources for WMATA,
- Declares that funding must be identified to meet the preservation, rehabilitation, and capacity expansion needs of the Metrorail and Metrobus system, and
- Urges that dedicated and reliable sources of funding be identified by the federal, state, and local governments at the earliest possible time to address the unmet needs.