

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

**RESOLUTION SUPPORTING THE WMATA GENERAL MANAGER/CEO'S KEEPING METRO SAFE,  
RELIABLE, AND AFFORDABLE PLAN AND ENDORSING COG BOARD OF DIRECTORS STATEMENT OF  
PRINCIPLES ON METRO TO ASSIST WITH DEVELOPING A REGIONAL STRATEGY TO FACILITATE  
ACHIEVEMENT OF THE REGION'S GOALS FOR METRO**

**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 Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

**WHEREAS**, the Federal Planning Regulations of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) implementing the FAST Act, which became effective June 27, 2016, requires the TPB to develop a long range transportation plan (CLRP) and a Transportation Improvement Program (TIP); and

**WHEREAS**, the TPB's long range transportation plan CLRP contains the programs and projects that the region's transportation agencies have committed to fund, build and operate through 2040 and the TIP reflects the planned funding obligations for the projects and programs for a six-year period; and

**WHEREAS**, one of the Goals and Priorities the TPB has adopted is to ensure a state of good repair of the region's transportation infrastructure, and its CLRP and TIP assumes that the existing and planned transportation infrastructure will be maintained in a state of good repair; and

**WHEREAS**, the TPB is aware of the challenges the Washington Metropolitan Area Transit Authority (WMATA) is facing in maintaining the regional metro rail system in a state of good repair befitting a world class Metro rail system that this region has had and deserves; and

**WHEREAS**, the TPB is aware that there currently is a gap between the funding needed to maintain the Metro rail system in a state of good repair and what funding is currently available; and

**WHEREAS**, the TPB has been engaged in understanding this challenge and working with the member jurisdictions of WMATA and this region through the Metropolitan Washington Council of Governments (COG) and WMATA; and

**WHEREAS**, staff of the TPB have participated in the Metro Technical Panel convened by COG to document the funding needs to operate the current Metrorail system in a safe and reliable manner and explore potential sources of any additional revenue the region may need to meet the safety and reliability funding needs of the Metrorail system; and

**WHEREAS**, staff of the TPB was briefed on the Technical Panel's interim and final reports in November of 2016 and in May of 2017; and

**WHEREAS**, the Metro Technical Panel's final report documents information on Metro's 10 year operating and capital funding gaps, the economic value of Metro, suggested metrics and benchmarks for Metro, and assessment of options for a future dedicated source of funding; and

**WHEREAS**, on April 19, 2017 WMATA's General Manager/CEO released his Keeping Metro Safe, Reliable, and Affordable Plan that documents Metrorail's 10-year funding needs for maintaining the Metrorail system in a state of good repair which is consistent with the COG Metro Technical Panel's final report; and

**WHEREAS**, the COG Board on June 14, 2017 adopted resolution R36-2017 supporting the WMATA General Manager/CEO's "Keeping Metro Safe, Reliable, and Affordable" Plan; and

**WHEREAS**, the COG Board on April 26, 2017 established a Metro Strategy Group to review the Metro Technical Panel's report and other information and prepare policy recommendations, for regional actions, that support achievement of the region's goals for long-term sustainment of Metro as a critical regional transportation system; and

**WHEREAS**, the Chairman of the TPB has been serving as member of the Metro Strategy Group along with other members of the TPB; and

**WHEREAS**, the Metro Strategy Group has developed a Statement of Principles on Metro to guide the path forward of its work which the COG Board adopted as resolution R37-2017 at its June 14, 2017 meeting; and

**WHEREAS**, the TPB finds the WMATA GM/CEO's "Keeping Metro Safe, Reliable, and Affordable" Plan consistent with the COG Metro Technical Panel's work that the TPB has supported; and

**WHEREAS**, the TPB finds the Metro Strategy Group's Statement of Principals consistent with the TPB's goal and priority to ensure Metrorail's state of good repair and safe and reliable service and the TPB's call for fully funding Metro state of good repair needs as assumed in its long-range transportation plan; and

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board endorses COG's resolutions R36-2017 and R37-2017 (attached).

**Adopted by the Transportation Planning Board at its regular meeting on June 21, 2017**

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS  
777 NORTH CAPITOL STREET, NE  
WASHINGTON, DC 20002**

**RESOLUTION SUPPORTING THE WMATA GENERAL MANAGER/CEO'S *KEEPING METRO SAFE, RELIABLE, AND AFFORDABLE PLAN***

**WHEREAS**, the Metropolitan Washington Council of Governments (COG) is comprised of 24 jurisdictions of the National Capital Region's local governments and their governing officials, plus area members of the Maryland and Virginia legislatures and the U.S. Senate and House of Representatives, and COG provides a focus for action on issues of regional concern; and

**WHEREAS**, the COG Board of Directors has identified restoring Metro as its top priority reflecting the critical role Metro plays in the success of region's economy, transportation mobility, and overall quality of life; and

**WHEREAS**, the region's leaders are unified in their desire to support the Washington Metropolitan Area Transit Authority's (WMATA's) ongoing initiatives to achieve a safe, reliable, efficiently managed system, maintained in a state of good repair; and

**WHEREAS**, the *Keeping Metro Safe, Reliable, and Affordable Plan* ("Plan") released by the WMATA General Manager/CEO on April 19, 2017 provides a sound strategy for furthering the region's goals for a safe, reliable, and efficient system, building on the success of the *SafeTrack* program and the *Back2Good* initiative; and

**WHEREAS**, the board recognizes that achievement of the goals in the General Manager/CEO's Plan and the ultimate return of Metro to a world class transit system urgently requires identification of a long-term, sustainable funding solution and the board, supported by its Metro Strategy Group, is actively engaged in seeking regional consensus on funding solution.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:**

The board supports the direction and spirit of the General Manager/CEO's *Keeping Metro Safe, Reliable, and Affordable Plan* as a constructive framework for improving Metro and looks forward to ongoing collaboration and coordination with WMATA to help achieve the region's vision for a fully restored, world class Metro system efficiently managed in a state of good repair.

**I HEREBY CERTIFY THAT the foregoing resolution was adopted by the COG Board of Directors on June 14, 2017.**

**Laura Ambrosio  
COG Communications Specialist**



**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS  
777 NORTH CAPITOL STREET, NE  
WASHINGTON, DC 20002**

**RESOLUTION ADOPTING THE COG BOARD OF DIRECTORS STATEMENT OF PRINCIPLES ON METRO**

**WHEREAS**, the Metropolitan Washington Council of Governments (COG) is comprised of 24 jurisdictions of the National Capital Region's local governments and their governing officials, plus area members of the Maryland and Virginia legislatures and the U.S. Senate and House of Representatives, and COG provides a focus for action on issues of regional concern; and

**WHEREAS**, the COG Board of Directors has identified restoring Metro as its top priority reflecting the critical role Metro plays in the success of region's economy, transportation mobility, and overall quality of life; and

**WHEREAS**, the board established a Metro Strategy Group to assist with developing a regional strategy to facilitate achievement of the region's goals for Metro of a fully restored, world class system that is safe, efficiently managed, and maintained in a state of good repair; and

**WHEREAS**, the Metro Strategy Group recommends the board adopt a series of principles to provide a focus for the regional actions needed to achieve these goals; and

**WHEREAS**, the recommended principles emphasize the urgent need for local and state governments, the business community and other stakeholders to take unified actions to ensure that funding solutions and associated supporting actions are in place by July, 2018; and

**WHEREAS**, the principles further emphasize the critical role of the federal government to support America's transit system.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:**

The board adopts the following *Statement of Principles on Metro* to guide the path forward throughout 2017.

**I HEREBY CERTIFY THAT the foregoing resolution was adopted by the COG Board of Directors on June 14, 2017.**

**Laura Ambrosio  
COG Communications Specialist**



**COG Board of Directors  
Statement of Principles on Metro  
June 14, 2017**

1. The region adopts the goal of a fully restored, world class Metro system that is safe, efficiently managed in a fiscally responsible manner, and maintained in a state of good repair.
2. Bridging the gap in WMATA's long-term capital needs is the funding priority.
3. The optimal way to address WMATA's capital funding gap for state of good repair and critical capital needs is through a dedicated funding source or sources that are earmarked to WMATA, fully bondable at the highest possible financial rating, and enhances WMATA's overall financial standing.
4. WMATA's operating and maintenance funding needs should be addressed through application of management best practices and reforms, as well as funds derived from increased ridership, before determining if there is a need for additional funding to fill any remaining gap in operating and maintenance funding needs.
5. Local and state contributions for capital subsidies, as well as operating and maintenance subsidies, should be predictable with an annual growth rate of not more than three percent.
6. The local jurisdictions, the states, the business community and additional stakeholders will collaborate to accomplish these goals by the start of WMATA's Fiscal Year 2019.
7. Enhancement and reform of WMATA's governance and operations may be accomplished through agreements, policies, and legislative actions that optimally would be accomplished without reopening the WMATA compact at this time.
8. We call on the federal government to recognize its fiscal responsibility to America's transit system and the federal workforce utilizing the Metrorail system.