



REGIONAL ACTION ON METRO DEDICATED FUNDING

COG Board Meeting
May 10, 2006





- In 2004, COG, the Greater Washington Board of Trade and the Federal City Council co-sponsored a Blue Ribbon Panel to examine Metro’s funding issues.
- In 2005, the Blue Ribbon Panel’s report stressed the need for a dedicated source of revenue to allow Metro to sustain its existing, aging system and support enhancements to meet growing demand. It also recommended more federal support.



- In 2005, U.S. Representative Tom Davis (R-VA) introduced H.R. 3496 which would authorize \$1.5 billion to Metro if the system's compact jurisdictions agreed on a source of dedicated funding from local and state governments, along with other requirements.



- In 2006, legislation in D.C. created a dedicated fund of .05% of the retail sales tax revenue for Metro. Mayor Williams signed the bill on April 21.
- The Maryland Legislature commissioned MDOT to conduct an analysis of the state's transit funding needs, including dedicated funding for Metro.
- State budget negotiations continue in Virginia, which could significantly impact transportation funding.



- Rising gas prices provide another reason for the region to secure dedicated dollars for Metro as more drivers turn to public transit.
- One week this April, Metrorail recorded its sixth and ninth highest ridership days in history, which were also its first and second highest ridership days not associated with a special event.



- New research conducted by the Northern Virginia Transportation Commission on the costs of rising fuel prices and traffic congestion states that Northern Virginia drivers are paying \$400 million more on gasoline than last year. \$250 more per resident.
- NVTC stated traffic congestion costs the D.C. region \$2.5 billion annually or \$577 per commuter.
- NVTC also stated past investments in public transit have saved the region \$1 billion in congestion costs.



- According to NVTC, dedicated Metro funding will stay in the region, directly improve residents lives, and offer drivers a choice of not paying higher gasoline and congestion costs.
- NVTC estimates congestion costs at \$577 per commuter and gas costs at least \$250 more as prices rise. While dedicated funding (in Virginia, a quarter-cent sales tax proposal or \$38 per person) would cost area residents a fraction of these costs.



COG resolution 21-06:

- Commends D.C. for its action
- Directs COG staff to support the MDOT transit study
- Encourages Virginia to include dedicated Metro funding in any statewide transportation budget action
- Encourages Congress to enact H.R. 3496