

ITEM 9 - Information
November 17, 2004

Approval of a Resolution Declaring Funding Must be Identified to Meet Preservation, Rehabilitation, and Capacity Expansion Needs of the Region's Highways, Local Transit, and Commuter Rail System

Staff

Recommendation: Adopt Resolution R5-2005 declaring that funding must be identified to meet the preservation, rehabilitation, and capacity expansion needs of the region's highways, local transit, and commuter rail systems.

Issues: None

Background:

At the October 20 TPB meeting, the Board adopted Resolution R3-2005 declaring funding must be identified to meet the preservation, rehabilitation, and capacity expansion needs of the Metrorail and Metrobus system. In February 2001 and in February 2004, the TPB published brochures which document the funding crisis facing the region's transportation system.

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 REGION'S HIGHWAYS, LOCAL TRANSIT, AND COMMUTER RAIL 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 21st 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, 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, in February 2004, the TPB published a brochure: "Time to Act," which highlighted the near term funding crisis facing transportation, and identified \$13.2 billion in unfunded highway, transit, and commuter rail needs over the six year period 2005 to 2010, including \$2.2 billion in unfunded needs for Metrorail and Metrobus and \$11 billion

in unfunded needs for highways, local transit and commuter rail service; and

WHEREAS, on October 20, 2004, the TPB approved Resolution R3-2005, which declares that additional funding must be identified to meet the preservation, rehabilitation, safety, security, and capacity expansion needs of the Metrorail and Metrobus system;

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

- Declares that funding must be identified to meet \$11 billion in unfunded preservation, rehabilitation, safety, security, and capacity expansion near-term needs of the region's highways, local transit, and commuter rail system.
- Urges that dedicated and reliable sources of funding be committed by the federal, state, and local governments at the earliest possible time to address the unmet needs.