

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

**RESOLUTION ENDORSING THE REPORT OF THE WMATA FUNDING PANEL**

**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 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 the Washington Metropolitan Area Transit Authority's ("WMATA") 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 deems financially and legally workable and appropriate; and

**WHEREAS**, thirteen individuals, with extensive knowledge and experience in areas of transit, economics, public finance, and political science were named to the Panel on the Analysis of and Potential for Alternate dedicated Revenue Sources for WMATA ("Dedicated Revenue Panel" or "Panel") with a charge to review existing research and analyses, to develop its own research and investigation into the pros and cons of selected alternative dedicated revenue sources, and to report to the three sponsoring organizations on or about December 15, 2004; and

**WHEREAS**, the Panel was given independent professional staff to assist it in its responsibilities, in addition to the staffs of the three sponsoring organizations and WMATA, itself; and

**WHEREAS**, the Panel formally met seven times, and communicated substantially on a number of occasions, among itself, and with staff, and twice sought public comment, initially on the concepts of the questions presented by the sponsoring organizations, and ultimately, on the Panel's draft report, adopted on December 14, 2004; and

**WHEREAS**, the Panel's final report, issued on January 6, 2005, finds, concludes, and recommends that:

- Maryland, Virginia, and the District of Columbia mutually implement a regional dedicated revenue source sufficient to address the projected shortfall for WMATA capital maintenance and system enhancement; and
- The preferable regional dedicated revenue source option is a regional sales tax (if a sales tax is not mutually acceptable to the three jurisdictions, other studied and recommended options for consideration include a regional payroll tax or parallel increases in property taxes); and
- Farebox revenues should continue at the current operating ratio of 57 percent; and
- The federal government should participate significantly in addressing the shortfall for capital maintenance and system enhancement; and
- The federal, state, and local funding of Metro Access, or paratransit, should be addressed separately from this financing effort.

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

1. The Report of the Panel, and its analysis, findings, conclusions, and recommendations, are endorsed with gratitude.
2. Participating TPB agencies and jurisdictions are encouraged to evaluate the report and its recommendations, and to consider making it part of their legislative packages for the 2005 sessions of the respective legislatures, either for action in 2005 or for appointment of legislative study commissions or other entities to examine and negotiate a mutual solution among the three compact jurisdictions.
3. The governors of Maryland and Virginia and the Mayor of the District of Columbia are encouraged to meet and explore the Panel's specific funding alternatives, to embrace a revenue source for all three jurisdictions, and to urge its consideration by their respective legislatures.
4. Congress and the Administration are requested to acknowledge the reliance of the federal workforce on WMATA and take such additional action as necessary to ensure adequate and reliable federal support for the system, consistent with the Panel's recommendation.

5. TPB members and staff should work with stakeholders to assist local, state and federal officials in understanding the nature of the WMATA funding requirements, the immediacy of the need, and the desirability of both a dedicated revenue source and adequate federal participation in ensuring appropriate levels of capital maintenance and system enhancement.
6. With regard to MetroAccess, the TPB agrees with the Panel that a concerted effort is needed to address funding for this essential service. However, the TPB considers it entirely appropriate that transportation system revenues be used to serve people with disabilities who cannot use the fixed route system. The TPB has endorsed the recommendation of its Access for All Committee, transmitted to the WMATA Board on January 21, 2004, that a study of MetroAccess be conducted to identify more cost-effective ways to better serve more people with disabilities who cannot use the fixed route system

**Adopted by the Transportation Planning Board at its regular meeting on January 19, 2005**