

Metro Safety, Accountability and Investment Act of 2019

Renew Federal Commitment for WMATA Capital Investments

- Reauthorize PRIIA funding for an additional 10 years, FY 2020 – FY 2029, at an annual level of \$150 million.
- Include an additional \$50 million per year in federal funding that is not subject to local match
 - \$45 million for financing capital and preventative maintenance projects and \$5 million for the Inspector General, contingent on non-federal match of \$5 million, for total of \$10 million, an increase in overall IG resources from recent year levels.
 - Requires WMATA to enact the below reforms in order to get this extra \$50 million.
- Restriction on Use of Funds: Restriction on using any funds authorized in the bill on a contract for rolling stock from a country that meets certain criteria related to illegal subsidies for state-owned enterprises.

Tie the additional \$50 million per year in federal dollars above status quo to changes to safety, oversight, and governance.

- Increase Oversight by Empowering Inspector General
 - Provide Inspector General with increased flexibility in recruiting and employee management practices outside of WMATA's general policies to allow for the IG to recruit top-tier talent.
 - Provide Inspector General with additional flexibility in making necessary capital expenditures.
 - Include strong oversight and reporting measures to ensure proper Congressional oversight.
 - Require Inspector General oversight reports at 2 and 5 years of new federal funds in this bill, as well as of state dedicated funds and policies enacted in 2018.
- Establish track safety task force to develop best principles and practices through collaboration of WMATA Chief Safety Officer, WMATA Chief Operating Officer and workforce representatives.
- Establish bus safety task force to ensure appropriate procedures and systems are in place to protect Transit Authority employees engaged in bus operations as well as riders.
- Implement policy and procedures for a new capital planning process and improve the transit asset management planning process. Require the Government Accountability Office to review WMATA implementation of reforms after 3 years.
- Reinforce restrictions on the activities of alternate WMATA Board members to provide more effective Board management and oversight.
- Prioritize the implementation of new cyber security protections and the integration of wireless services and emergency communications networks.



June 12, 2019

Proposed PRIIA Funding Letter

Senator/Representative
Title
Address
Washington, DC 20002

Dear Senator/Representative:

The metropolitan Washington region is appreciative of federal government's commitment to support and fund the Metro system. The federal Passenger Rail Investment and Improvement Act of 2008 (PRIIA) providing \$1.5 billion over a 10-year period with equal contributions from the District of Columbia, Maryland, and Virginia governments is critical, but continued and increased federal funding is needed to maintain the Metro system in a state of good repair.

In 2018, our local and state governments, with the strong support of the Metropolitan Washington Council of Governments (COG) and a coalition of business and civic organizations, worked together to pass unprecedented legislation in the District of Columbia, State of Maryland, and Commonwealth of Virginia providing additional dedicated funding for the Washington Metropolitan Area Transit Authority (WMATA). Collectively, the region is committing an additional \$500 million a year to fund essential capital improvements to the Metro system.

As a valued partner in our Metro system, the federal government needs to continue to provide dedicated funding critical to the safety and reliability of the system. As the current 10-year \$1.5 billion commitment under the PRIIA is set to expire in less than one year, **COG strongly urges the federal government to extend and increase existing funding commitments for Metro** as proposed by the region's congressional delegation.

WMATA is critical to the federal government. More than half of Metrorail stations serve federal facilities and approximately 40 percent of morning peak-period customers are federal employees. Metrorail also allows for the evacuation of more than 120,000 people per hour during an emergency. Federal funding – together with the region's commitment – will support the major maintenance and capital rehabilitation activities that are necessary to restore and improve the aging transit system.

Addressing WMATA's long-term capital funding needs continues to be a top priority for COG and the jurisdictions in Metro's Compact. Your collaboration is essential to securing the additional funding our region needs to keep Metro safe and our economy thriving. We appreciate your leadership on this initiative and look forward to hearing your next steps to continue federal funding for Metro.

Sincerely,

Robert C. White, Jr.
Chair, Board of Directors

Derrick L. Davis
Vice Chair, Board of Directors

Christian Dorsey
Vice Chair, Board of Directors

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

**RESOLUTION SUPPORTING REAUTHORIZATION OF THE PASSENGER RAIL INVESTMENT AND
IMPROVEMENT ACT AND INCREASING FEDERAL FUNDING FOR 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 Metrorail system is the most significant regional transportation system and plays a critical role in meeting the National Capital Region's socio-economic and mobility needs and has served this need for the past 40 years; and

WHEREAS, in 2018, the region's local governments and states worked together to pass unprecedented legislation in the District of Columbia, the State of Maryland, and the Commonwealth of Virginia to establish dedicated funding for the Washington Metropolitan Area Transit Authority (WMATA). Collectively committing an additional \$500 million a year to fund essential capital improvements to the Metro system; and

WHEREAS, WMATA is making progress on returning the system to a state of good repair, however without continued and increased investment by the federal government, that goal will not be reached; and

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) will expire in September 2019 and federal dedicated funding is critical to the safety and reliability of the system.

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

The board strongly urges the federal government to extend and increase its existing funding commitment to Metro as proposed by the region's congressional delegation. The board directs the Executive Director, or his designee, to send a letter to leadership of the appropriate congressional committees stating COG's support of continued and increased federal funding for Metro.