

**COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND**  
**2014 Legislative Session**

Resolution No. CR-76-2014

Proposed by Council Members Franklin and Davis

Introduced by Council Members Franklin and Davis

Date of Introduction July 23, 2014

**RESOLUTION**

1 A RESOLUTION concerning

2 The Capital Transit Beltway

3 For the purpose of expressing the County Council’s support for the completion of a fully  
4 circumferential rail line, the Capital Transit Beltway, for the Metropolitan Washington, D.C.  
5 region by 2040 and encouraging other local and regional stakeholders to do the same.

6 WHEREAS, on a weekly basis, severe traffic congestion and millions of vehicular trips  
7 occur on the Interstate 495 (I-495 and, in portions, I-95/495) beltway that encircles the District of  
8 Columbia, which traverses several suburban counties in Virginia and Maryland, including Prince  
9 George’s County; and

10 WHEREAS, according to projections from the Metropolitan Washington Council of  
11 Governments (MWCOG), the population of the Metropolitan Washington DC region is expected  
12 to increase by 1.8 million by 2040, a 36% increase over the next three (3) decades, with 84% of  
13 regional population growth occurring in the Maryland and Virginia suburban counties; and

14 WHEREAS, according to projections from MWCOG, the region will add over 1.4 million  
15 jobs by 2040, approximately a 47% increase in jobs over a three (3) decade period, with 74% of  
16 the employment increase occurring in the Maryland and Virginia suburban counties; and

17 WHEREAS, major 21<sup>st</sup> century international transportation and economic hubs like Paris,  
18 London, and Moscow have public transit systems that include a circumferential rail line to  
19 reduce traffic, facilitate travel flexibility, and spur economic development; and

20 WHEREAS, the leadership institute of National Capital Regional Transportation Planning  
21 Board (TPB), annually comprised of officials, activists, and business leaders from throughout the  
22 region, has endorsed the establishment of a “transit beltway” several times; and

1           WHEREAS, MWCOG’s Region Forward Coalition has a stated target of supporting  
2 regional transit investments that connect communities to regional activity centers; and

3           WHEREAS, the Washington Metropolitan Area Transit Authority (WMATA) conceptually  
4 analyzed a “Beltway Line” in its Regional Transit System Plan presentation to its Technical  
5 Advisory Group in 2011 and found that a Beltway Line would provide several benefits,  
6 including “improved access to regional activity centers and jobs,” reduced transfer activity at key  
7 Metrorail transfer stations, and the creation of alternate Metrorail paths in the region; and

8           WHEREAS, WMATA also recognizes the need for circumferential public transit across  
9 nodes of the existing WMATA Metrorail system in its strategies for strengthening WMATA bus  
10 service; and

11           WHEREAS, the proposed Purple Line from New Carrollton to Bethesda could represent  
12 the potential beginning of a “Capital Transit Beltway,” a fully circumferential transit line for the  
13 Metropolitan Washington D.C. region, connecting the existing and future transit lines in the  
14 region as well as millions of residents across the region; and

15           WHEREAS, the Capital Transit Beltway could (1) boost regional and local economic  
16 development by connecting communities to existing and future regional activity centers; (2) ease  
17 traffic congestion, particularly during rush hour commutes; (3) increase regional and local transit  
18 ridership in Maryland, Virginia, and the District of Columbia; (4) reduce daily vehicle miles in  
19 the region, which would be beneficial to air quality, road maintenance costs, and the natural  
20 environment; and (5) improve the overall quality of life for residents across the region; and

21           WHEREAS, the potential multi-billion dollar cost and complex multi-jurisdictional  
22 coordination required for fully constructing the Capital Transit Beltway necessitates having the  
23 relevant federal, state, regional, and local agencies and partners (1) endorse or support the  
24 concept of the Capital Transit Beltway, (2) explicitly add the Capital Transit Beltway to their  
25 respective agency long-range goals and plans, and (3) begin collaboratively conducting  
26 conceptual and feasibility planning for the Capital Transit Beltway, including potential station  
27 locations and alternatives for rail routes; and

28           WHEREAS, the collective and enduring support of local and regional communities and  
29 stakeholders is essential to the success of any long-term effort to establish the Capital Transit  
30 Beltway.

31           NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George's

1 County, Maryland, that the County Council enthusiastically endorses the completion of the  
2 Capital Transit Beltway as a fully circumferential rail line for the Metropolitan Washington DC  
3 Region by 2040; and

4 BE IT FURTHER RESOLVED that the County Council urges WMATA, MWCOG (TPB  
5 and Region Forward Coalition), Maryland Department of Transportation (MDOT), Maryland  
6 Transit Administration (MTA), Virginia Department of Transportation (VDOT), Northern  
7 Virginia Transportation Authority (NVTA), and local jurisdictions in the region to add the  
8 Capital Transit Beltway to their long-range goals and plans for 2040; and

9 BE IT FURTHER RESOLVED that the County Council urges WMATA, MWCOG (TPB  
10 and Region Forward Coalition), MDOT (MTA), VDOT, NVTA, and local jurisdictions in the  
11 region to jointly pursue conceptual planning for completing the Capital Transit Beltway by 2040;  
12 and

13 BE IT FURTHER RESOLVED that the County Council believes that the public-private-  
14 partnership (P3) approach may be the most viable way to fund the completion of the Capital  
15 Transit Beltway by 2040; and

16 BE IT FURTHER RESOLVED that the County Council urges public officials and  
17 nonprofit stakeholders throughout the region to organize community support and input for  
18 completing the Capital Transit Beltway by 2040; and

19 BE IT FURTHER RESOLVED that the County Council strongly encourages other local  
20 jurisdictions in the region to pass similar resolutions endorsing the completion of the Capital  
21 Transit Beltway by 2040; and

22 BE IT FURTHER RESOLVED that a copy of this resolution shall be sent to WMATA,  
23 MWCOG (TPB and Region Forward Coalition), all member jurisdictions of MWCOG, MDOT,  
24 MTA, VDOT, NVTA, U.S. Senators and Members of Congress representing portions of the  
25 Washington DC Metropolitan Statistical Area (MSA), the Chairs of the Prince George's County  
26 Senate and House Delegations, U.S. Transportation Secretary Anthony Foxx, and the Federal  
27 Transit Administration (FTA).

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Adopted this \_\_\_ day of \_\_\_\_\_, 2014.

COUNTY COUNCIL OF PRINCE  
GEORGE'S COUNTY, MARYLAND

BY: \_\_\_\_\_  
Mel Franklin  
Chairman

ATTEST:

\_\_\_\_\_  
Redis C. Floyd  
Clerk of the Council