



September 25, 2014

The Honorable Patrick Wojahn
Chairman, National Capital Region
Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E.; Suite 300
Washington, DC 20002-4201

Dear Mr. Wojahn:

The Washington Metropolitan Area Transit Authority (WMATA) Board of Directors commends the Transportation Planning Board (TPB) on its draft Constrained Long-Range Plan (CLRP). In particular, the jurisdictional commitment to full funding for Metro's State of Good Repair (SGR) through the year 2040 – the first time that jurisdictions have made such a long-term commitment to these funding needs – is a noteworthy step in providing continued transit service to the region. Failure to meet these needs would have started us back down the cycle of decline.

With this important first step complete, we urge the TPB to turn its immediate attention to the region's future economic vitality and sustainability by ensuring full funding for Metro 2025. Taking this step would be in keeping with the commitment of the Governors of Virginia and Maryland and the Mayor of the District of Columbia, who have pledged \$75M as a down payment for Metro 2025.

It is important to note that there is a pressing deadline for a critical component of the plan. In July 2015, WMATA must exercise an option with Kawasaki for additional rail cars that will be a significant step toward making the eight-car train program possible. In addition, this sum of money must be accompanied by supporting investments in traction power upgrades and yard/storage capacity in order to advance most of the eight-car train program. However, if the money required for the rail car portion of this initiative is not secured by June 30, 2015, the option will be lost.

To let this opportunity pass would be costly to the region and its regional transit riders, as a new rail car contract will cost more and take much more

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

*By Metrorail:
Judiciary Square-Red Line
Gallery Place-Chinatown
Red, Green and
Yellow Lines*

*A District of Columbia
Maryland and Virginia
Transit Partnership*

time to implement. But even more importantly, delays in addressing the full funding needs of the Metro 2025 plan and specifically funding progress towards eight-car trains will mean lost economic growth for the entire region. Ensuring long-term funding commitments to Metro 2025 and taking the first step to provide enough funding to exercise the remaining 7000-series rail car option secures the promise of Region Forward for decades to come. We look forward to working with you and the regional jurisdictions to achieve this important goal.

Sincerely,

Signatures of GM/CEO and Board Members