

Northern Virginia Needs Sustainable Transit Funding



Despite recent ridership successes, transit in our region is at risk of serious service cuts as temporary funding expires and inflation outpaces existing transit funding sources. Now is the time to invest in a long-term, sustainable state and regional funding solution that builds on recent successes.

Beginning in FY 2028,* Northern Virginia transit needs a total of **\$400M/year** growing with inflation to maintain current service levels and state of good repair

Metro Operating Funding Solution

\$153M

*beginning in FY 2027 to permanently sustain Virginia's two-year temporary investment to support Metro's operating budget.

Metro Capital Funding Solution

\$136-150M

beginning in FY 2028 to meet Virginia's share of a regional (DC, Maryland, Virginia) solution to maintain and modernize the Metro system.

NVTC Local Bus Funding Solution

~\$35M

beginning in FY 2028 to maintain current service levels and state of good repair.

Virginia Railway Express Funding Solution

~\$35M

beginning in FY 2028 to maintain current service levels and state of good repair.

After completion of Long Bridge, an additional **\$40M** is needed

OmniRide/PRTC Funding Solution

~\$22M

beginning in FY 2028 to maintain current service levels and state of good repair.

All sources grow **annually** with inflation



A funding solution for Northern Virginia could also benefit other transit agencies in the Commonwealth

Read more about NVTC's funding principles at novatransit.org/programs/funding

Establishing a Long-Term Funding Solution



DMVMoves and SJ 28 together adopted recommendations to establish a long-term funding solution. DMVMoves focused on the needs of Metro. SJ 28 focused on identifying ways Virginia can solve its share of funding needs for Metro, VRE and local transit operators. While separate efforts, these two groups developed complementary recommendations.

DMVMoves

The DMVMoves Task Force approved recommendations for additional Metro capital funding as well actions to create a reliable and integrated transit network.

SJ 28 Joint Subcommittee

The General Assembly's SJ 28 joint subcommittee developed recommendations for long-term, sustainable operating and capital funding as well as cost-containment controls and strategies for Metro, VRE and the public transit systems that serve the NVTC and PRTC transportation districts.

DMVMOVES Plan
Moving our region forward, together.

Metro Investment Plan
State of Good Repair: Reinvest in and maintain Metro's bus and rail systems
Rail Modernization: Automation, advanced signaling, selective platform screen doors

Bus Priority
State/local investments in priority bus corridors over the next six to eight years, including Route 7 and Columbia Pike in Virginia.

Regional Integration Action Plan
The action plan includes six focus areas with recommendations to move the region toward a more integrated, seamless transit network.

Identified DMVMoves needs inform SJ 28 recommendations

SJ 28 Recommendations 

Establish a NVTC Regional Fund
Fund Metro and VRE needs, local bus needs, Metro subsidies and technical assistance and coordination.

Establish a PRTC Regional Fund
Fund VRE needs and OmniRide and VRE subsidies.

Use Existing State Transit Funding Structures
Additional statewide revenues increase local operating and capital funding for transit agencies across the state, VRE, and creates a sustainable solution to the Metro operating subsidy need beginning in FY 2027.

