



NVTC Joint WMATA and Legislative & Policy Committee Meeting

Meeting materials available at novatransit.org

July 11, 2024

Committee Meeting Agenda

1. **Welcome and Opening Remarks**
2. **Meeting Summary of the May 16, 2024 Joint NVTC WMATA/ Legislative and Policy Committee**
3. **WMATA Staff Presentation: Better Bus Network Redesign**
4. **NVTC Work Towards Long-Term Sustainable Dedicated Funding**
 - A. **DMVMoves**
 - B. **SJ 28: Northern Virginia Growing Needs of Public Transit Joint Subcommittee**
 - C. **NVTC 2024 Annual Report on the Performance and Condition of WMATA**
5. **Current WMATA Subsidy Allocation Formulas**

Agenda Item #3: Better Bus Network Redesign

Better Bus Network Redesign

Joint WMATA Legislative and Policy Committee

July 11, 2024



Now is the Time to Redesign the Bus Network*

Buses are a major part of the region's transportation network, providing transit service when and where people want to travel and complementing the rail network.



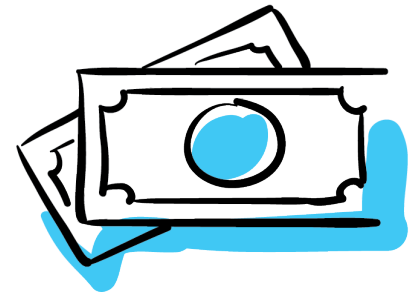
Our region is growing



People's travel patterns are changing

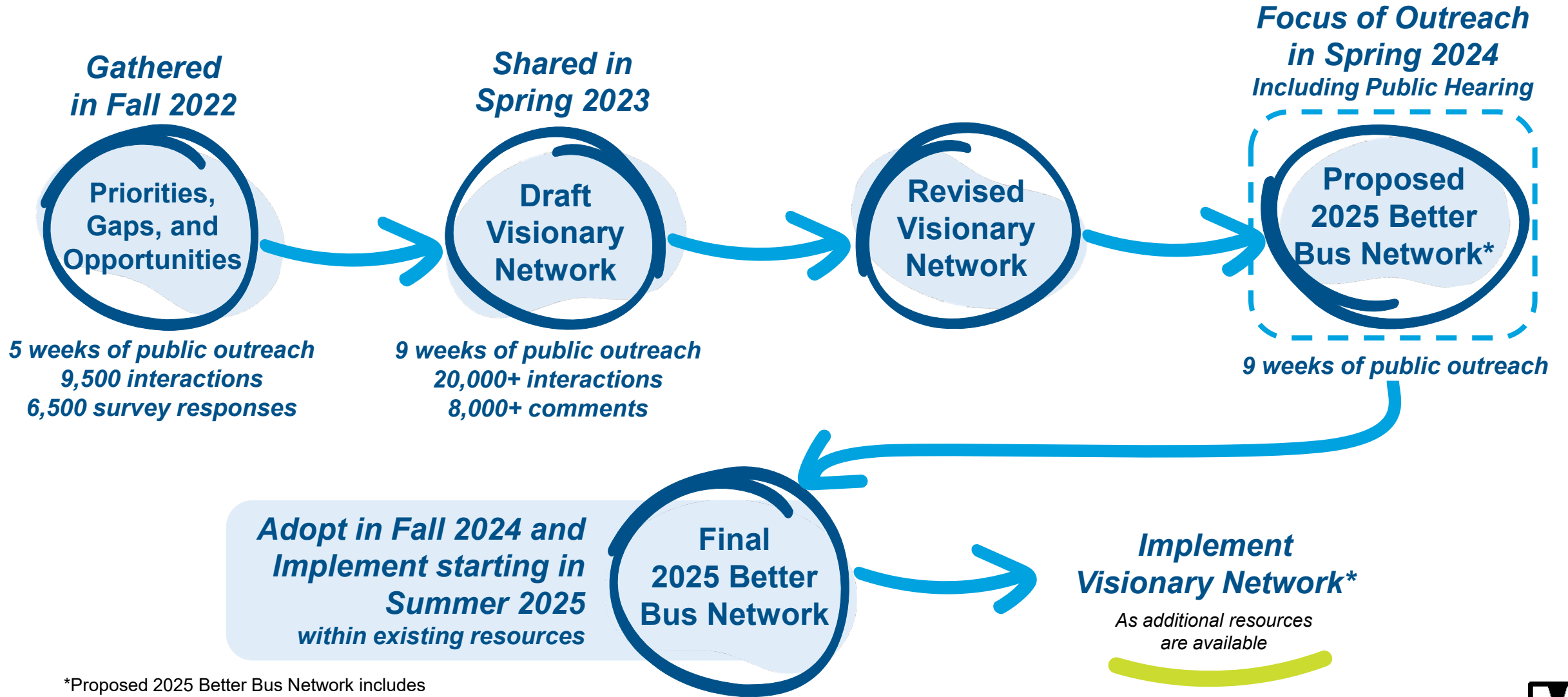


Need to prioritize the customer experience



Need to use limited resources efficiently

The Region's Input Builds a Better Bus Network



*Proposed 2025 Better Bus Network includes Metrobus and TheBus and was developed in coordination with other local operators. The Visionary Network is operator agnostic



The Proposed 2025 Better Bus Network Attracts More Customers Using the Same Level of Resources



- More frequent all day, all week service, including midday, evening, Saturday, and Sundays

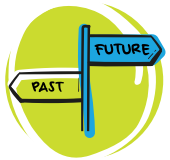


- More connections to job centers, transit stations, hospitals and other places people want to travel



- More convenient and direct service, saving customers time and improving operations

- More reliable service using bus lanes

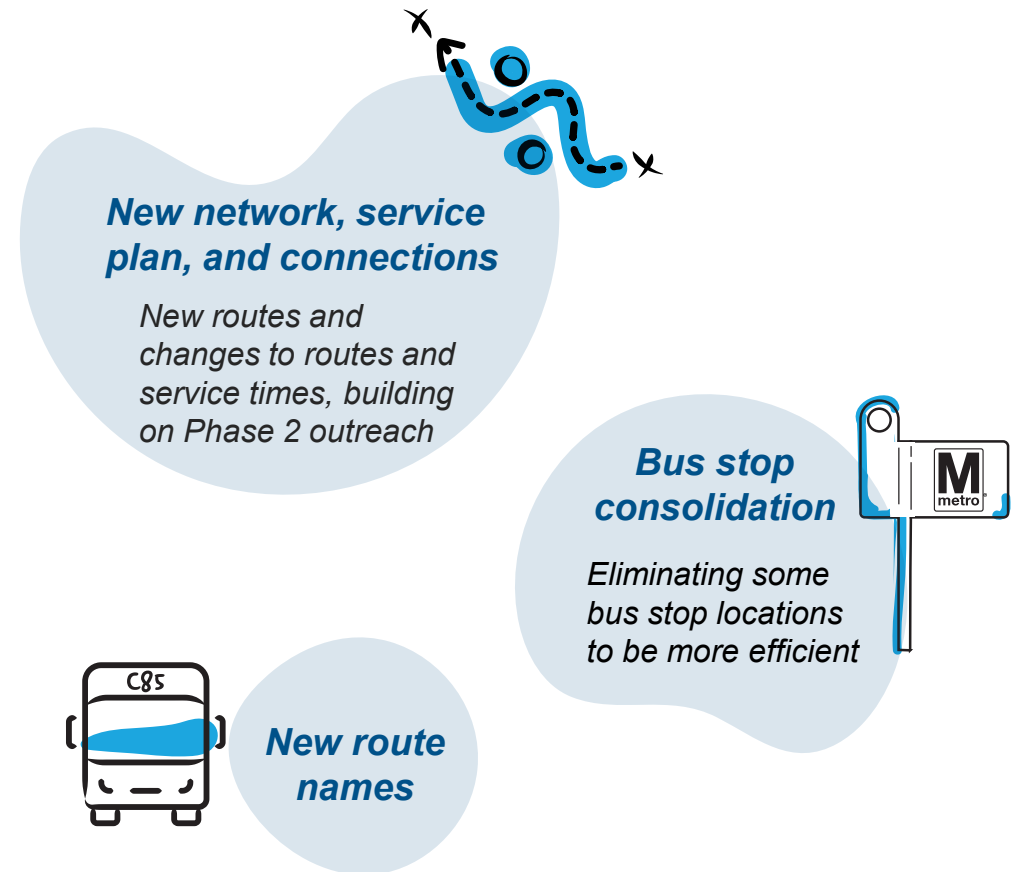
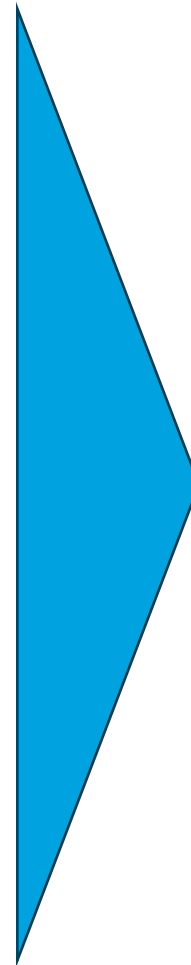


- New route names making the network more understandable

Could attract
**13,000 more daily
weekday trips** and
avoid **4,300 metric
tons of GHG
emissions** a year

Data Forms the Basis for Proposed Network

- Bus and rail ridership
- Metrobus annual performance FY19-23
- TheBus performance data
- Data on all regional trips in CY19 and CY22
- Comments from Phases 1 and 2 (priorities and Visionary network)
- COG population and job data
- Metrobus passenger survey (2018)
- Census and American Community Survey



Tradeoffs Are Required to Balance Competing Needs

Only so much can be achieved using currently available resources

Because the Proposed 2025 Better Bus Network prioritized:



Consistent service levels throughout the day and the week



Providing better service in Equity Focus Communities



Making service faster and more direct



It resulted in:



Some areas having less-frequent service during rush periods



Reducing service in areas with low ridership



Some customers will have to travel further to get to a bus stop

Better Connects the Region and Is More Efficient Within FY2025 Resources



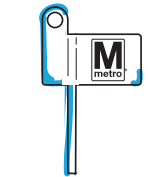
Reduces service duplications within Metrobus and aligns with local bus service



Provides 4-6% more bus trips that connect destinations between the District, Maryland, and/or Virginia on weekdays

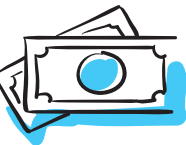


Increases connections to transit center/stations and job centers within Virginia and across the Potomac



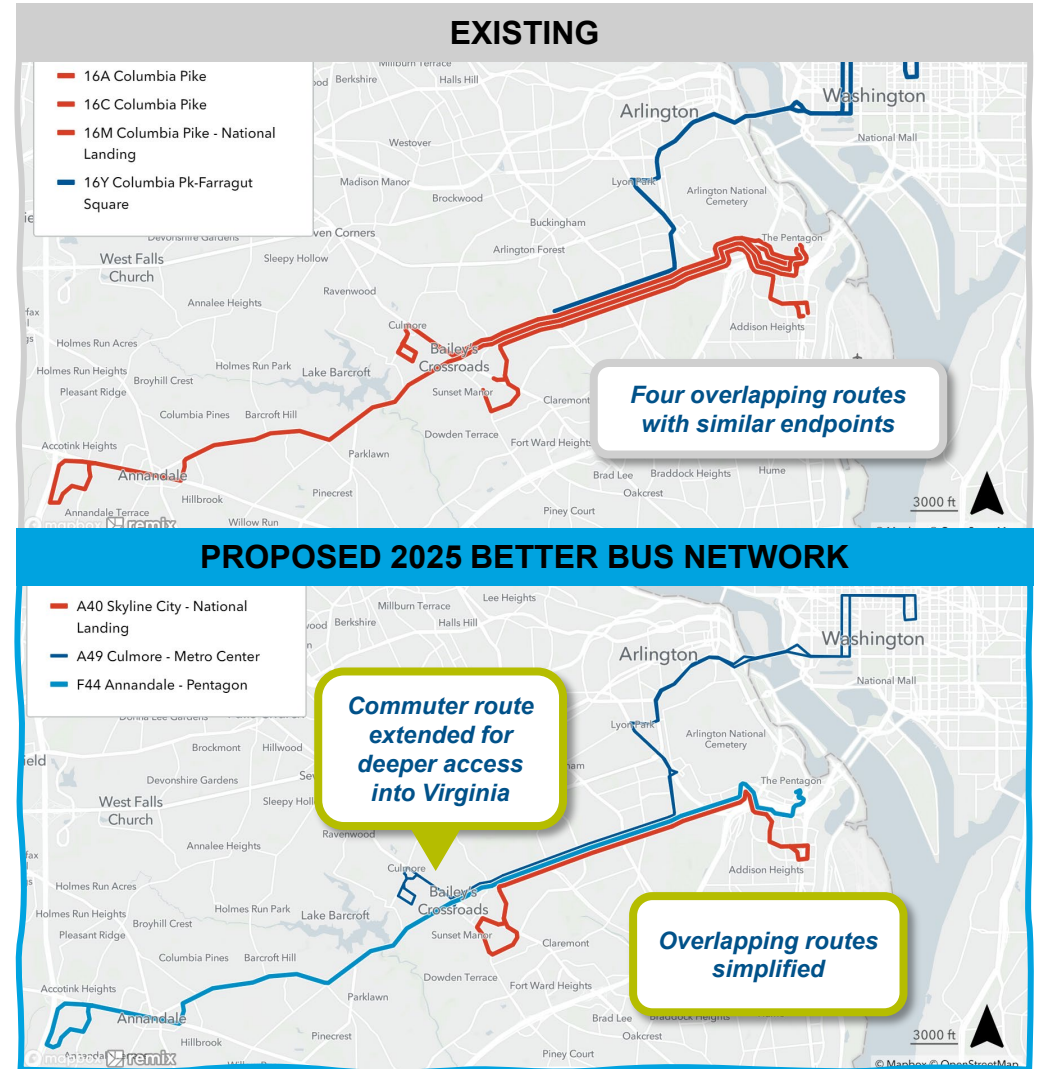
12k more jobs within 60 minutes on transit during the morning rush.

Supports recent and **planned growth in housing and jobs**



Consolidates stop locations to make service faster and more reliable

Could attract approximately **13,000 more daily weekday trips** and **avoid 4,300 metric tons of GHG emissions** a year

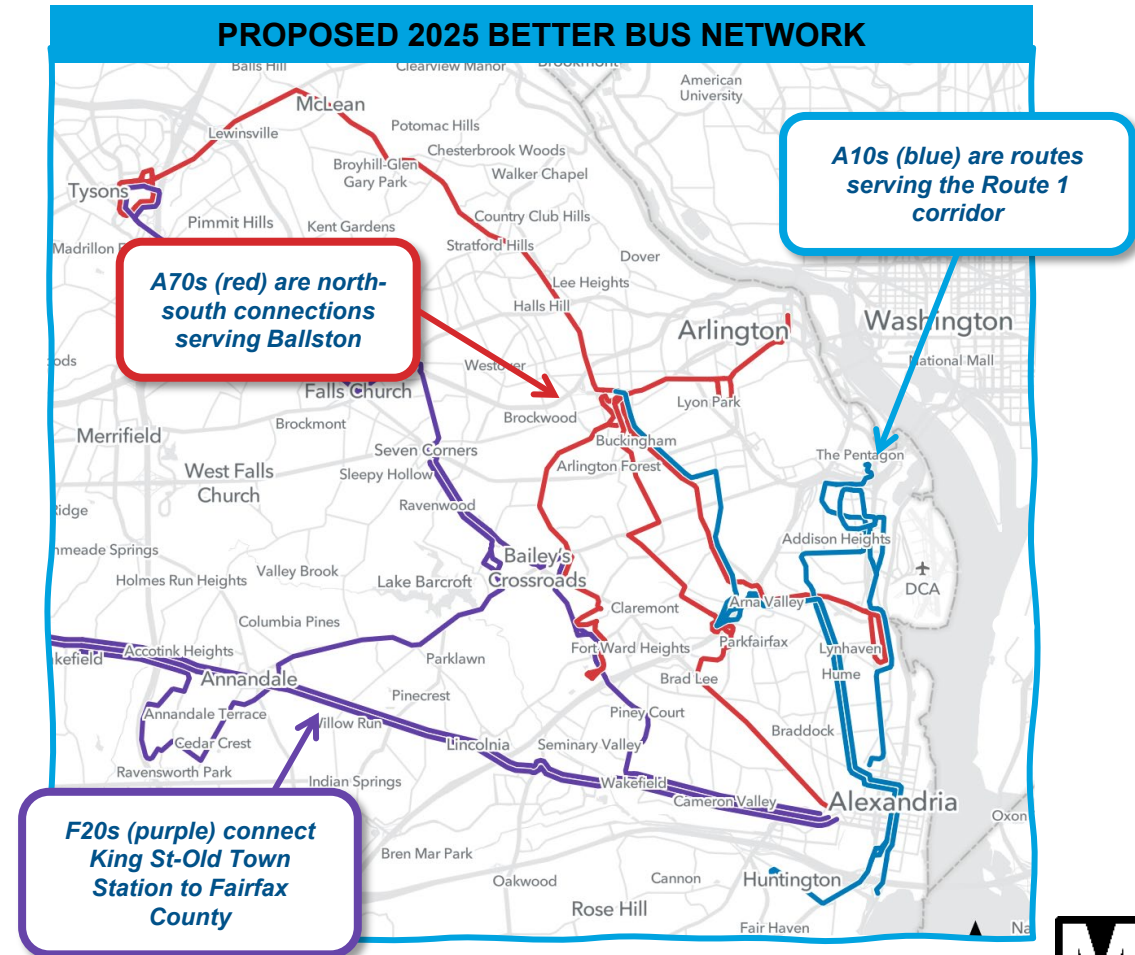


More Intuitive and Easier to Understand

By renaming bus routes to make a more consistent and legible system

Approach to New Route Names:

- First character =
 - **A** for Arlington and Alexandria, and **F** for Fairfax County and Cities of Fairfax and Falls Church
 - **D** (downtown routes) or **C** (crosstown routes) for DC
 - **M** for Montgomery, **P** for Prince George's
- Second character = a number for route's corridor/neighborhood
- Third character = a number to distinguish it from the other routes or an X for limited stop
- Local providers can also apply this approach





Examples of New Connections in Virginia

F64: GMU – McLean

F62: Dunn Loring - Rosslyn

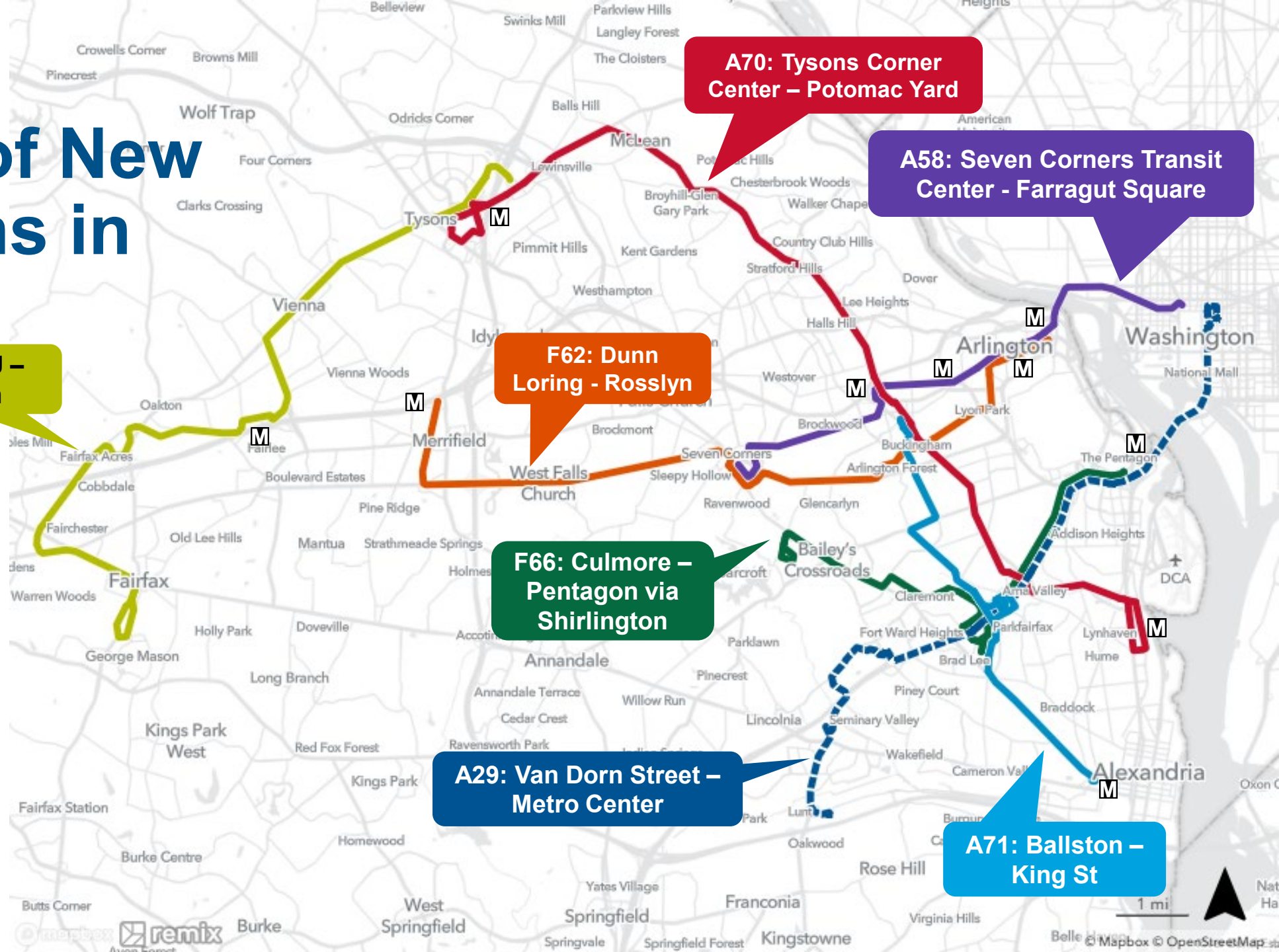
F66: Culmore – Pentagon via Shirlington

A29: Van Dorn Street – Metro Center

A70: Tysons Corner Center – Potomac Yard

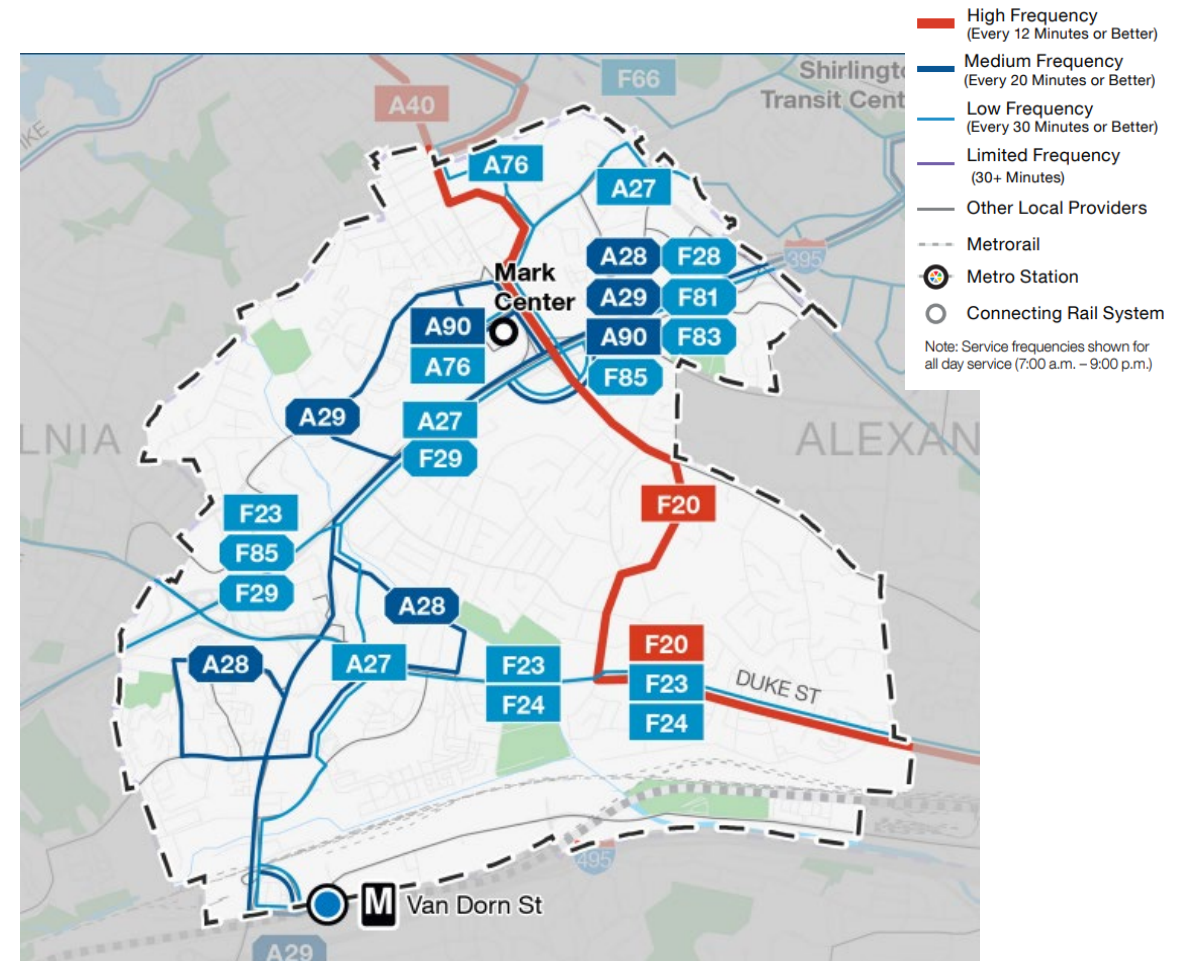
A58: Seven Corners Transit Center - Farragut Square

A71: Ballston – King St



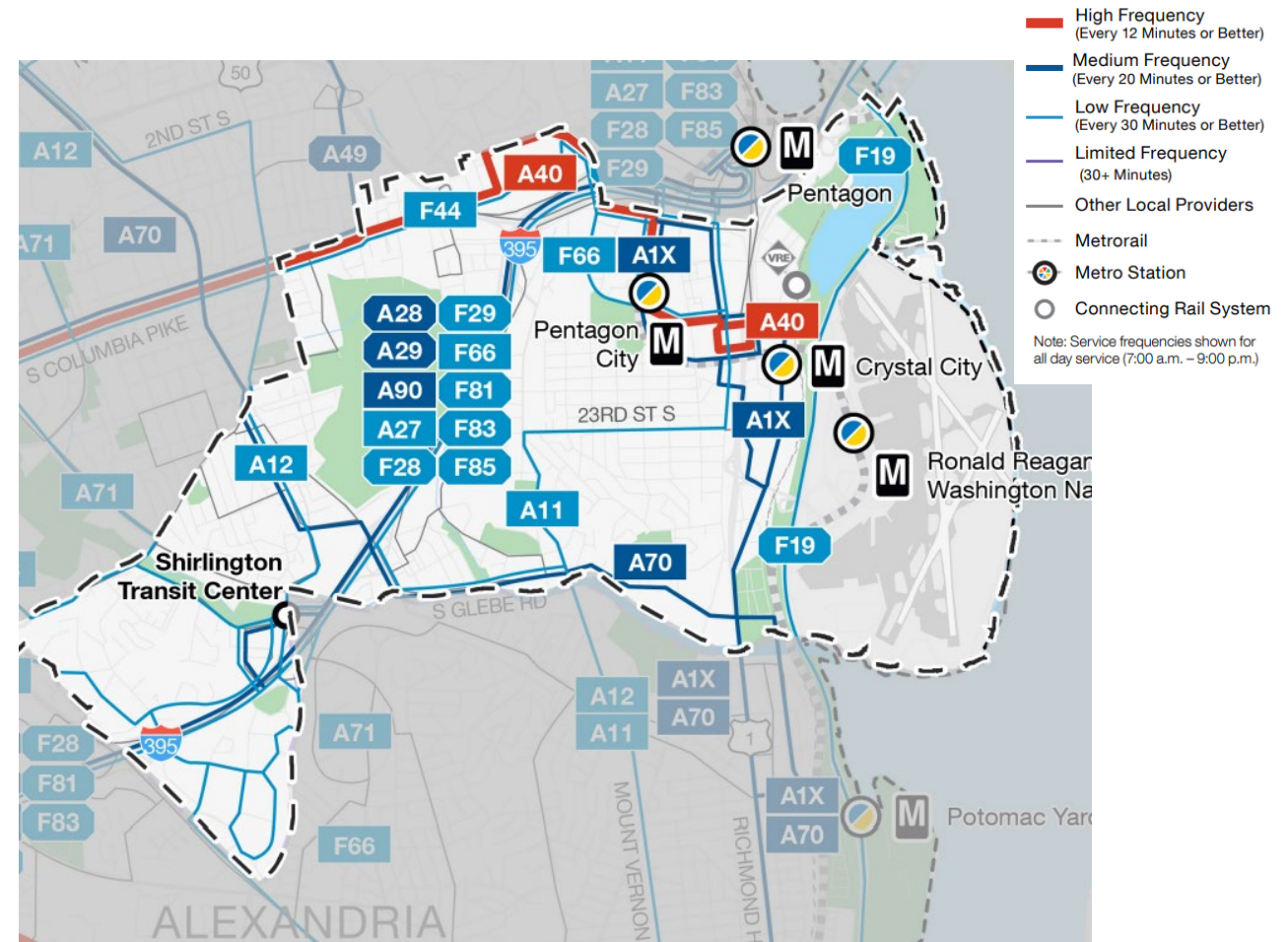
Brookville & Landmark/Van Dorn

- New connections get customers to more places faster and easier
 - A29 Van Dorn Street, Mark Center, Southern Towers, downtown DC
 - A76 Mark Center, NVCC-Alexandria, Ballston, Rosslyn
- F23 and F24 provide coordinated services that maintain frequencies along major corridors



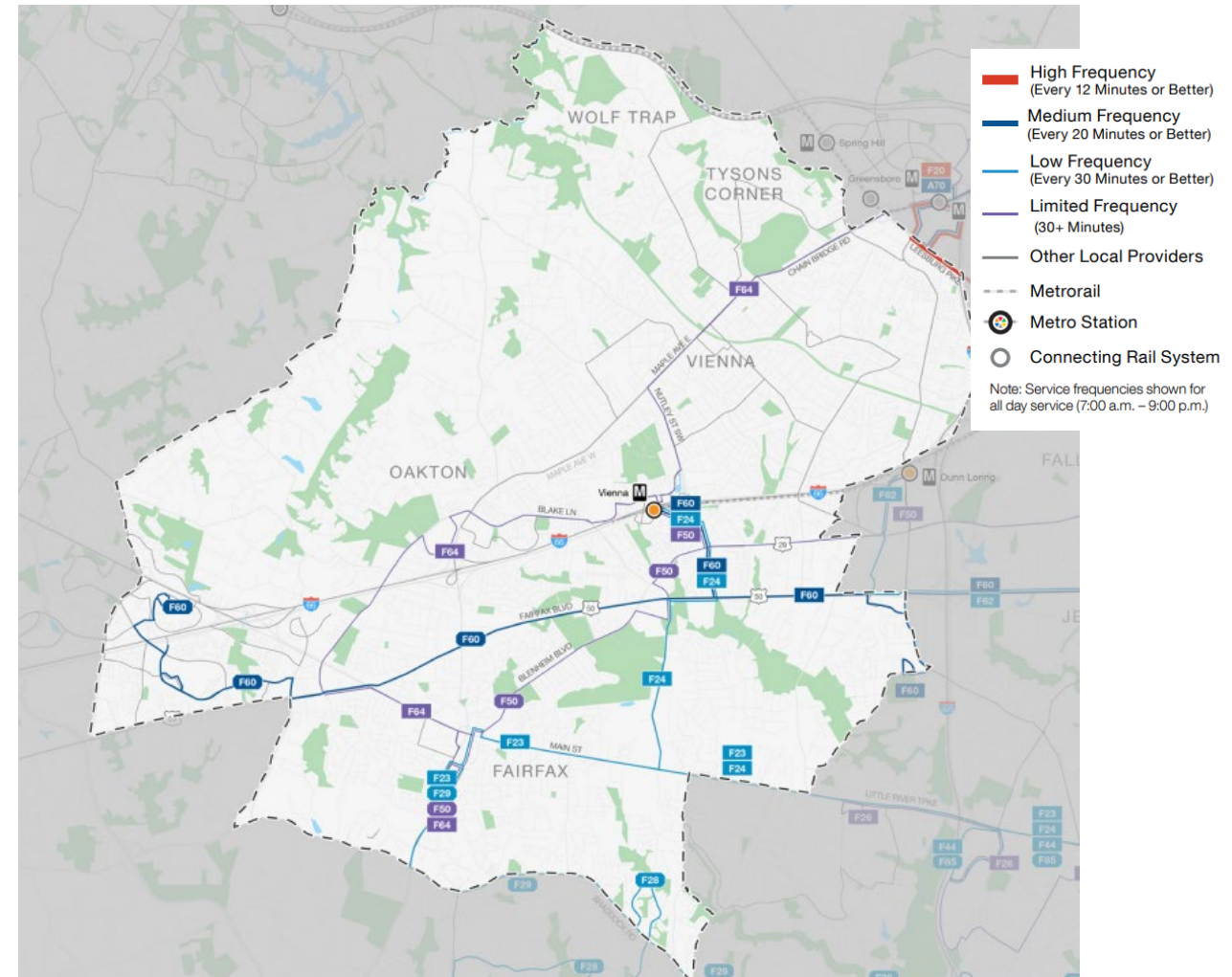
National Landing, Pentagon City, & Shirlington

- New connections between Tysons, McLean, Ballston and Potomac Yard
 - A70 Tysons Corner Center – Potomac Yard
 - A71 Ballston – King St Station (improved weekday and Saturday frequency)
 - F66 Culmore – Pentagon City (improved weekend service middays, evenings)
- Longer operating hours, including
 - F66 longer weekend service in South Fairlington
 - A40 late-night connection along Columbia Pike to L'Enfant Plaza
- Routes redesigned to simplify service and create more direct connections along Columbia Pike



Fairfax City & Vienna

- More frequent service on:
 - F60 during midday and weekends between Vienna and Fair Oaks
 - F64 during peak periods on Blake Lane and Jermantown Road
- New service connecting Fair Oaks, Inova Fairfax, Seven Corners, and Ballston
 - F50 new east-west connection between GMU, Mosaic, Dunn Loring, and Ballston
 - F64 new north-south connection between GMU, Vienna, Tysons, and McLean
- F23 and F24 provide coordinated services that maintain frequencies along Little River Turnpike





In Person Opportunities to Provide Feedback

Discovery Days



- Arlington Mill Community Center on July 12 from 3-7 p.m.
- **196 attendees, 2 testified at the public hearing**
- Included interactive “expo” to **learn about proposed network & provide feedback**
- Two virtual Public Hearings

Pop-Ups

- **Seven Corners Transit Center**
- **City of Fairfax Rock the Block**
- **Franconia-Springfield MetroFest**
- Pentagon Transit Center distributed take-ones

Ride-Alongs

- **2B** Fair Oaks-Jermantown Road
- **23B** McLean-Crystal City
- **8W** Foxchase-Seminary Valley



Online Opportunities to Explore the Network and Share Input



Comments can be made at wmata.com/betterbus. Deadline is 5 p.m. July 15th.



- Explore State Maps
- Review Route Profiles
- View Neighborhood Profiles
- Learn About New Route Names

Share Your Input on the Proposed 2025 Better Bus Network



Comment Using An Interactive Map
Leave route-by-route feedback on an interactive map



Take a Survey
Tell us what you think of the proposed 2025 Network



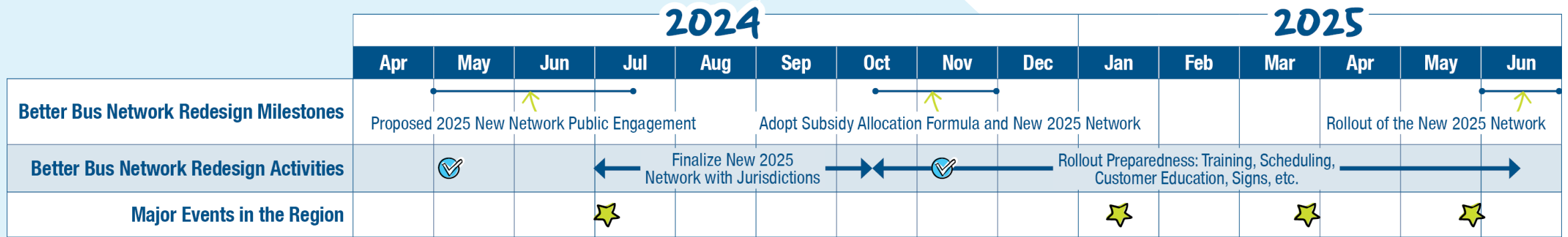
Provide Written Comments
Leave a digital comment concerning the network



Upload A Document
Share a document concerning the network



Next Steps to Implement the 2025 Better Bus Network



Legend: ✓ Board Meetings ★ External Events: July Fourth, Inauguration, Cherry Blossoms, World Pride

Refining the network based on public and stakeholder feedback and implementing beginning in summer 2025 will require:

- ***Detailed planning,***
- ***Coordination with other local providers, and***
- ***A series of WMATA Board actions***





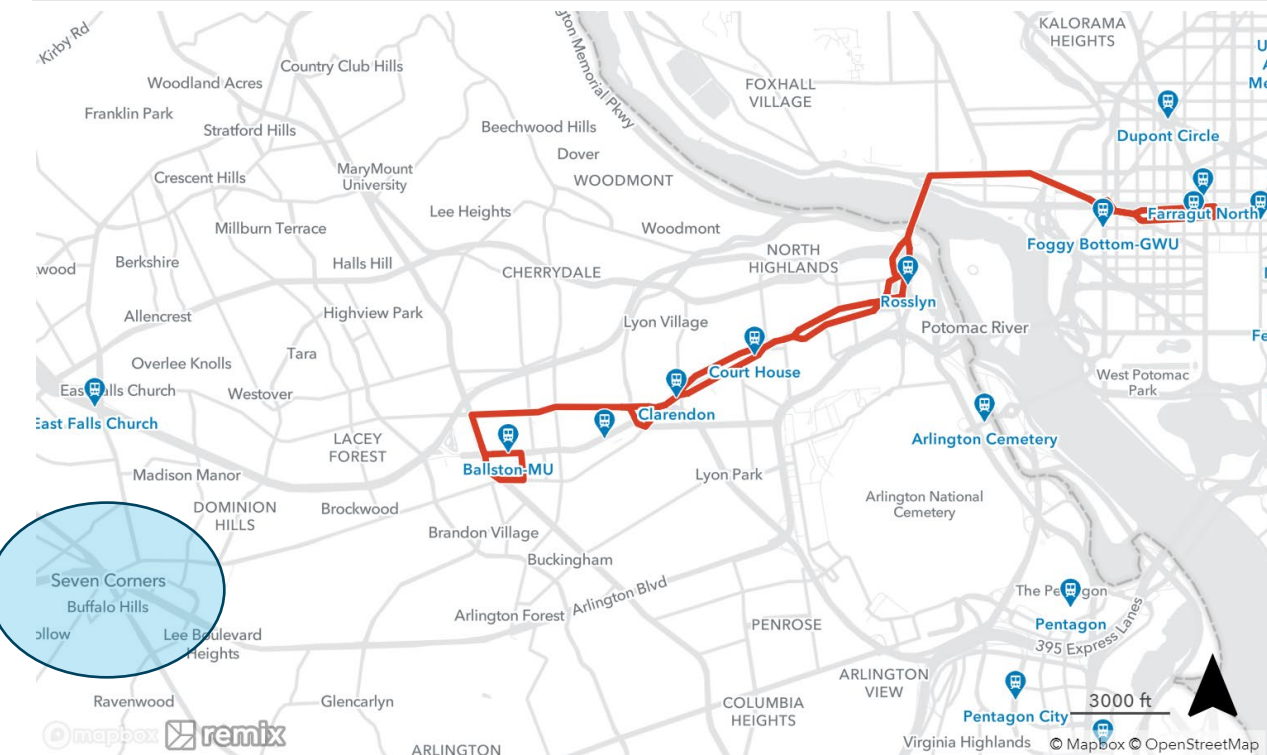
Appendix

Proposed 2025 Better Bus Network Examples

Ex. 1: Maintain key service/Add service to adj. areas (VA)

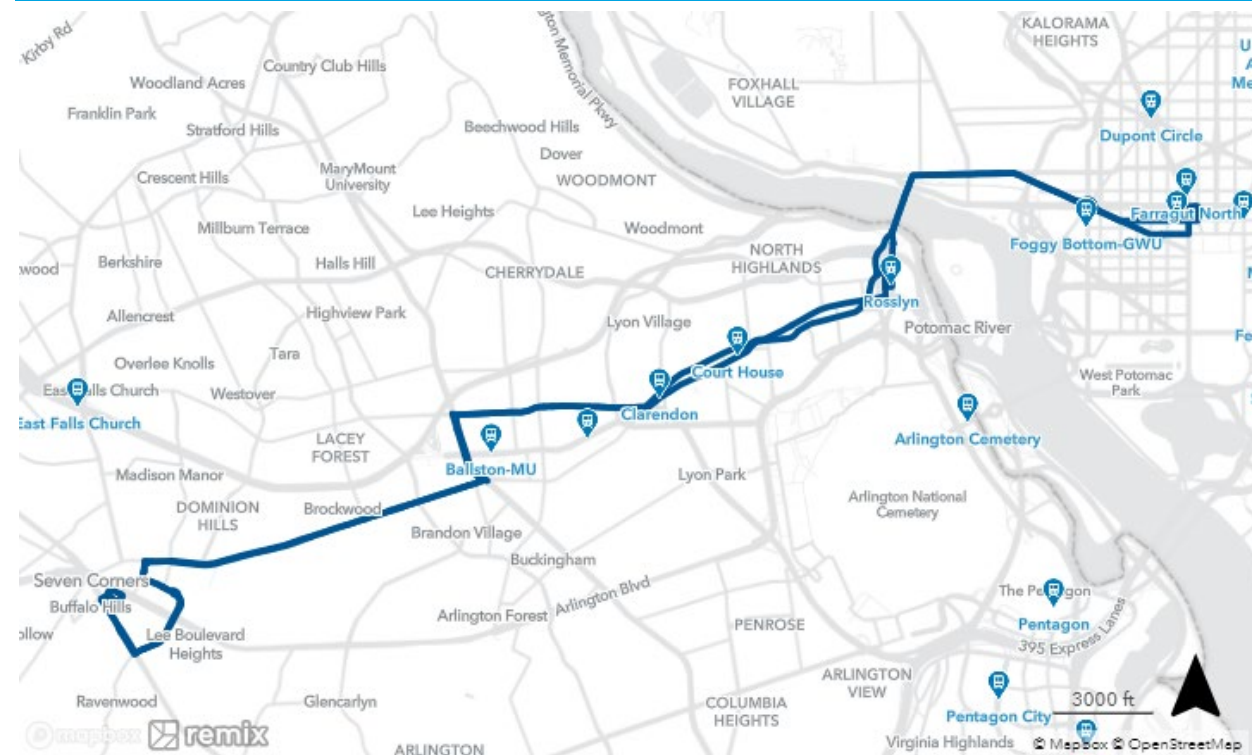


EXISTING



- Route 38B connects Ballston and Farragut Square every 15 minutes on weekdays and every 30 minutes on weekends.
- A transfer is required in Ballston to get from Seven Corners to DC.

PROPOSED 2025 BETTER BUS NETWORK



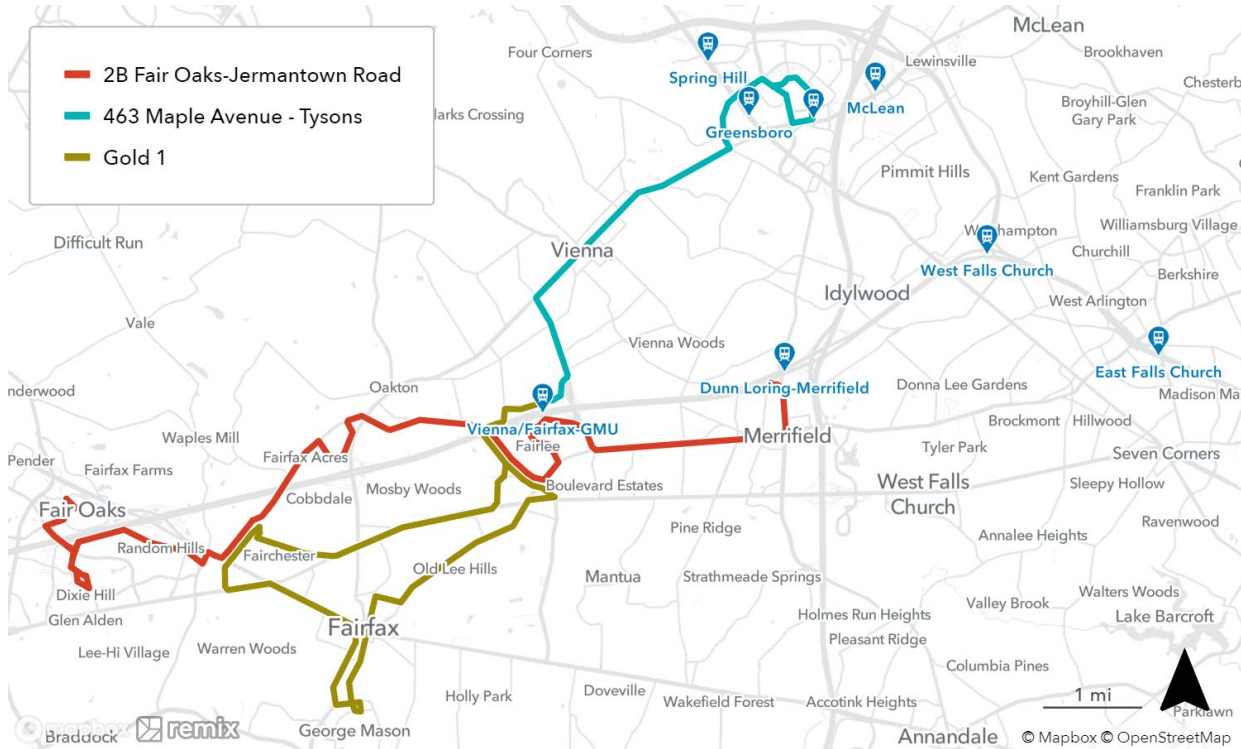
- Proposed route A58 connects Seven Corners, Rosslyn-Ballston corridor, and Farragut Square every 15 minutes, seven days a week.
- Provides direct connection to Orange, Silver, Blue, and Red Lines



Ex. 2: Provide service to new destinations (VA)



EXISTING



- There is no one-seat bus between GMU and Tysons/McLean. Only Fairfax Connector route 463 comes close but requires a transfer at Vienna and ends at Tysons Metro.

PROPOSED 2025 BETTER BUS NETWORK



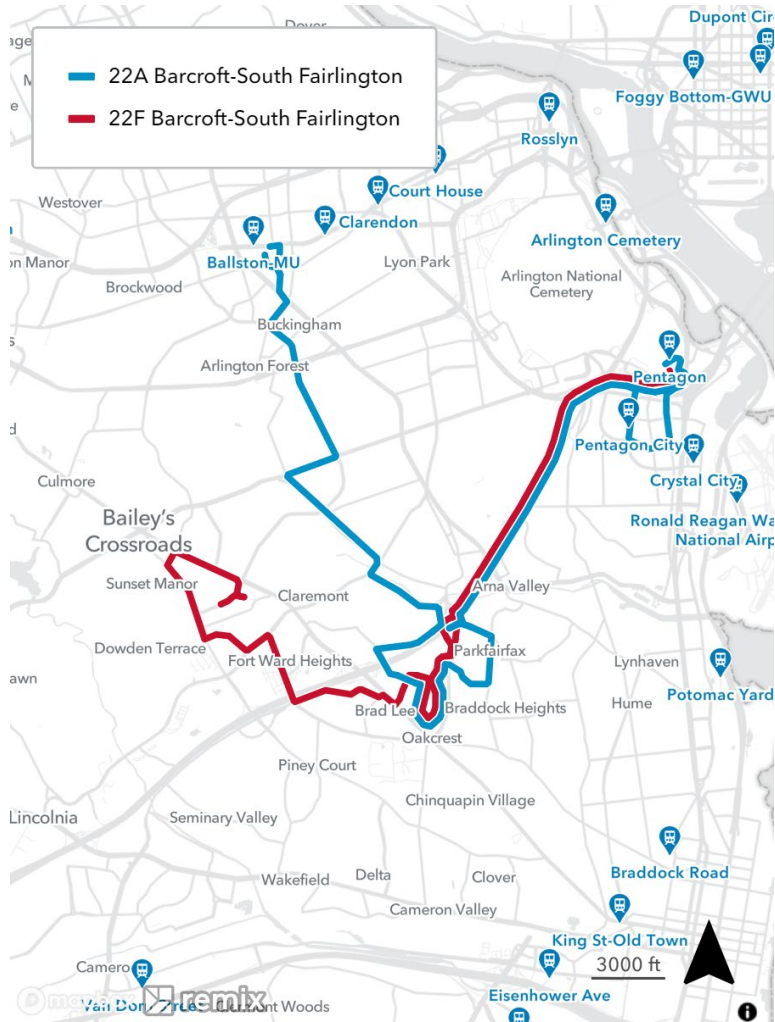
- Proposed route F64 provides a new one-seat ride between GMU, Vienna, Tysons, and McLean.



Ex. 3: Simplify the rider & operator experience (VA)



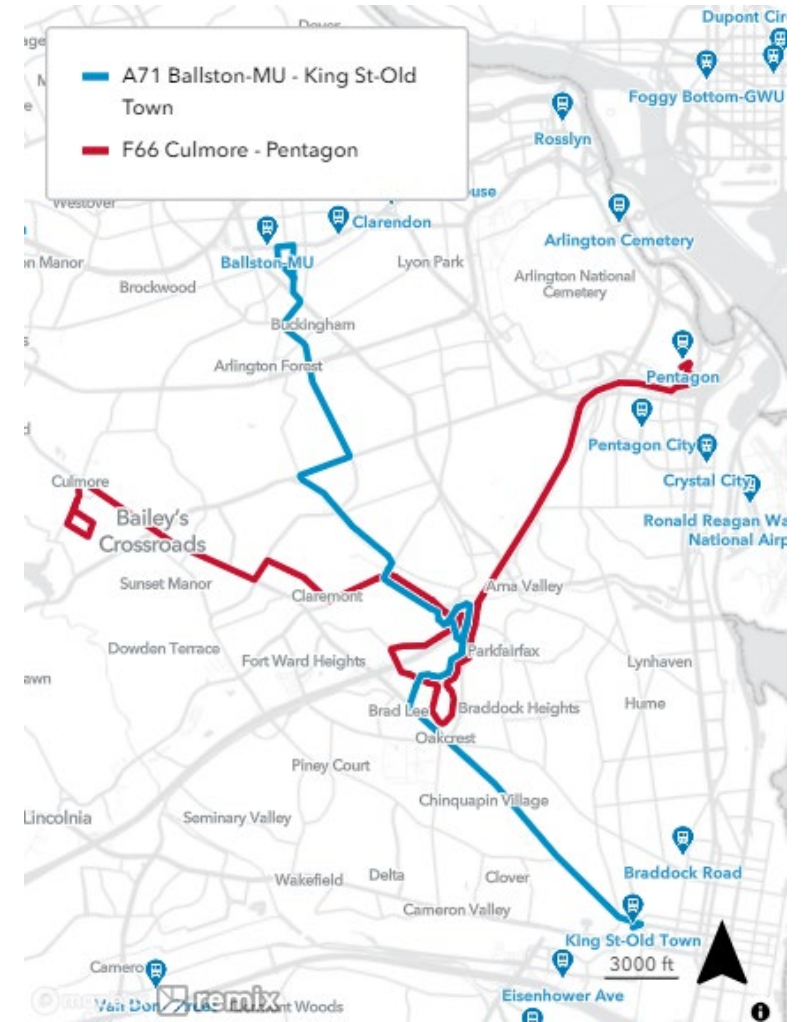
EXISTING



Existing Metrobus routes 22A and 22F both make circuitous loops via South Fairlington.

Proposed routes A71 and F66 both have simplified and less circuitous routings through South Fairlington. Proposed route A71 provides a new connection to King Street.

PROPOSED 2025 BETTER BUS NETWORK



Ex. 4: Improve level of service and reliability (VA)



EXISTING

2A Washington Blvd.-Du...

Overview Timetable

Weekday

FROM	TO	EVERY
06:30	08:45	35 min
08:45	15:30	45 min
15:30	18:30	30 min
18:30	23:45	45 min

Saturday

FROM	TO	EVERY
06:30	23:45	45 min

Sunday

FROM	TO	EVERY
06:30	23:45	45 min

PROPOSED 2025 BETTER BUS NETWORK

F50 GMU - Ballston-MU

Overview Timetable

Weekday

FROM	TO	EVERY
05:30	09:00	30 min
09:30	15:00	30 min
15:00	21:00	30 min
21:00	24:00	40 min

Saturday

FROM	TO	EVERY
06:15	24:15	45 min

Sunday

FROM	TO	EVERY
06:15	22:00	45 min

- Existing route 2A runs on Route 29/Washington St between Dunn Loring and Ballston every 30 to 45 minutes on weekdays, depending on the time of day.

- Proposed route F50 will have consistent 30-minute service from 5:30 a.m. to 9:00 p.m. on weekdays and service to GMU most of the time (some trips end at Vienna).

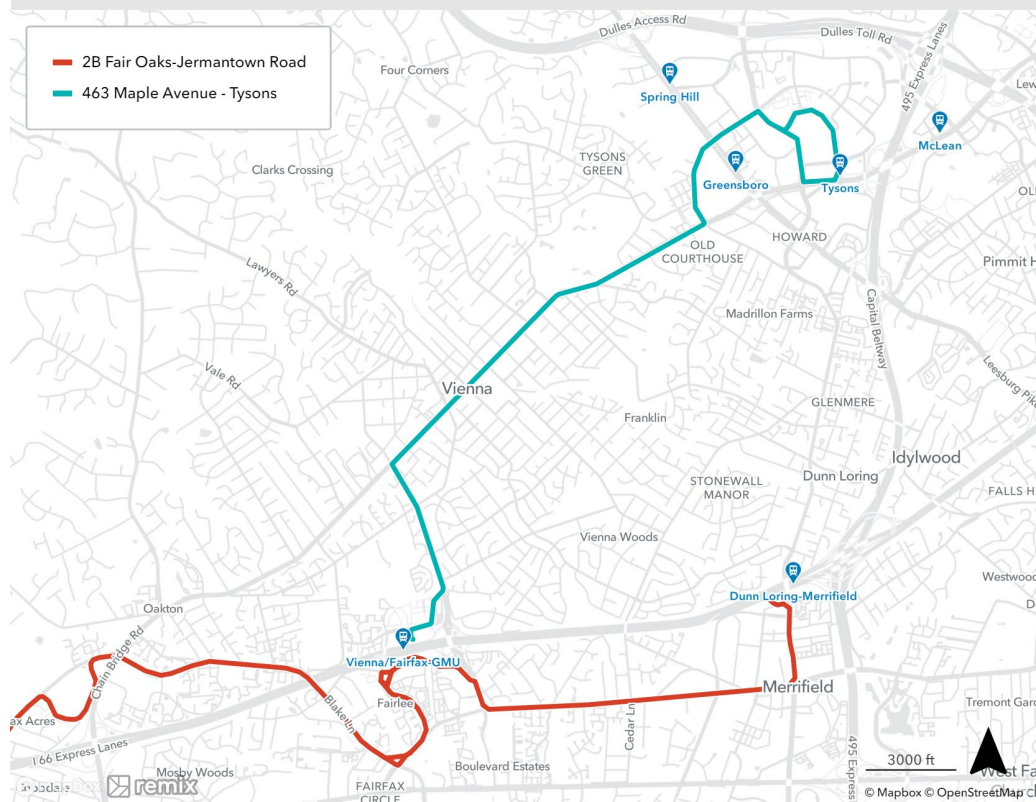


Ex. 5: Improved coordination / Reduced duplication with local providers across the region (VA)



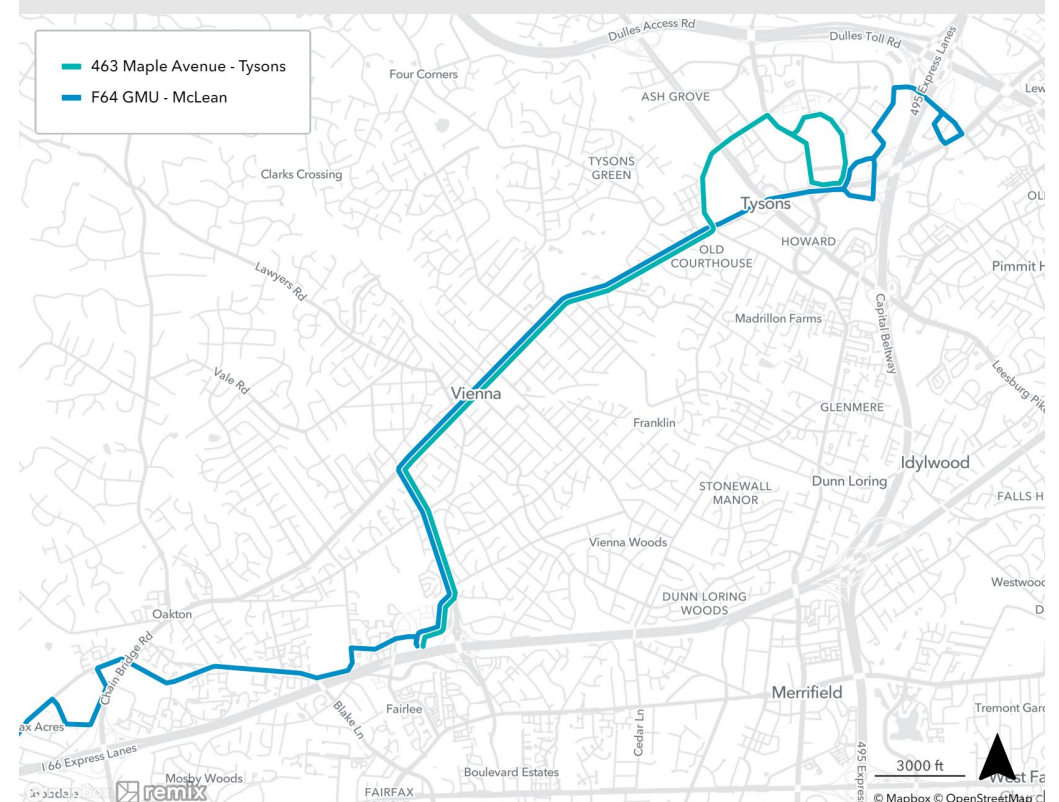
PROPOSED 2025 BETTER BUS NETWORK

EXISTING



Existing Metrobus route 2B connects Merrifield to Fair Oaks and the Fairfax Connector route 463 connects Vienna to Tysons

PROPOSED 2025 BETTER BUS NETWORK



Proposed 2025 route F64 and The Connector route 463 will provide coordinated service between Vienna and Tysons to increase the frequency to every 15-minutes along Nutley Street and Maple Avenue





Ex. 6: Responding to Stakeholder Feedback

EXISTING				
29K Alexandria-Fairfax				
Overview	Timetable			
Weekday	FROM	TO	EVERY	RL
	05:45	06:45	60 min	13
	06:45	20:45	40 min	12
	20:45	21:45	60 min	10
Saturday	FROM	TO	EVERY	RL
	06:45	20:45	40 min	12
Sunday	FROM	TO	EVERY	RL
	06:45	20:45	40 min	12
29N Alexandria-Fairfax				
Overview	Timetable			
Weekday	FROM	TO	EVERY	RL
	06:15	20:15	40.5 min	13
	21:15	22:15	60 min	11
Saturday	FROM	TO	EVERY	RL
	06:15	21:15	40.9 min	12
Sunday	FROM	TO	EVERY	RL
	06:15	21:15	40.9 min	11
26A Annandale-East Falls Church				
Overview	Timetable			
Weekday	FROM	TO	EVERY	RUI
	06:00	09:00	30 min	101
	09:00	16:00	60 min	100
	16:00	19:00	30 min	104
Saturday	FROM	TO	EVERY	RUI
	00:00	00:00	0 min	0.0
Sunday	FROM	TO	EVERY	RUI
	00:00	00:00	0 min	0.0

PROPOSED 2025 BETTER BUS NETWORK				
F23 GMU - King St-Old Town				
Overview	Timetable			
Weekday	FROM	TO	EVERY	RU
	05:30	06:00	40 min	13
	06:00	08:59	40 min	13
	08:59	14:58	40 min	12
	14:58	17:38	40 min	13
	18:00	20:59	40 min	11
	20:59	22:30	60 min	12
Saturday	FROM	TO	EVERY	RU
	06:00	20:59	40 min	12
Sunday	FROM	TO	EVERY	RU
	06:00	20:59	40 min	12
F24 Vienna - King St-Old Town				
Overview	Timetable			
Weekday	FROM	TO	EVERY	RU
	05:50	06:20	30 min	13
	06:20	09:19	40 min	13
	09:19	15:18	40 min	12
	15:18	18:20	40 min	14
	18:20	21:19	40 min	12
	21:19	22:19	60 min	12
Saturday	FROM	TO	EVERY	RU
	06:20	21:00	40 min	13
Sunday	FROM	TO	EVERY	RU
	06:20	21:00	40 min	12
F26 NVCC Annandale - Seven Corners				
Overview	Timetable			
Weekday	FROM	TO	EVERY	RUI
	06:00	09:00	30 min	90
	09:00	16:00	60 min	90
	16:00	19:00	30 min	90
	19:00	22:00	60 min	90
Saturday	FROM	TO	EVERY	RUI
	08:00	20:00	30 min	90
Sunday	FROM	TO	EVERY	RUI
	08:00	20:00	60 min	90

- The existing 26A does not provide weekend service.
- In 2023, Braddock District Supervisor James Walkinshaw asked to ensure NVCC Annandale has good service.

- New weekend connection from NVCC Annandale to Annandale and Seven Corners.

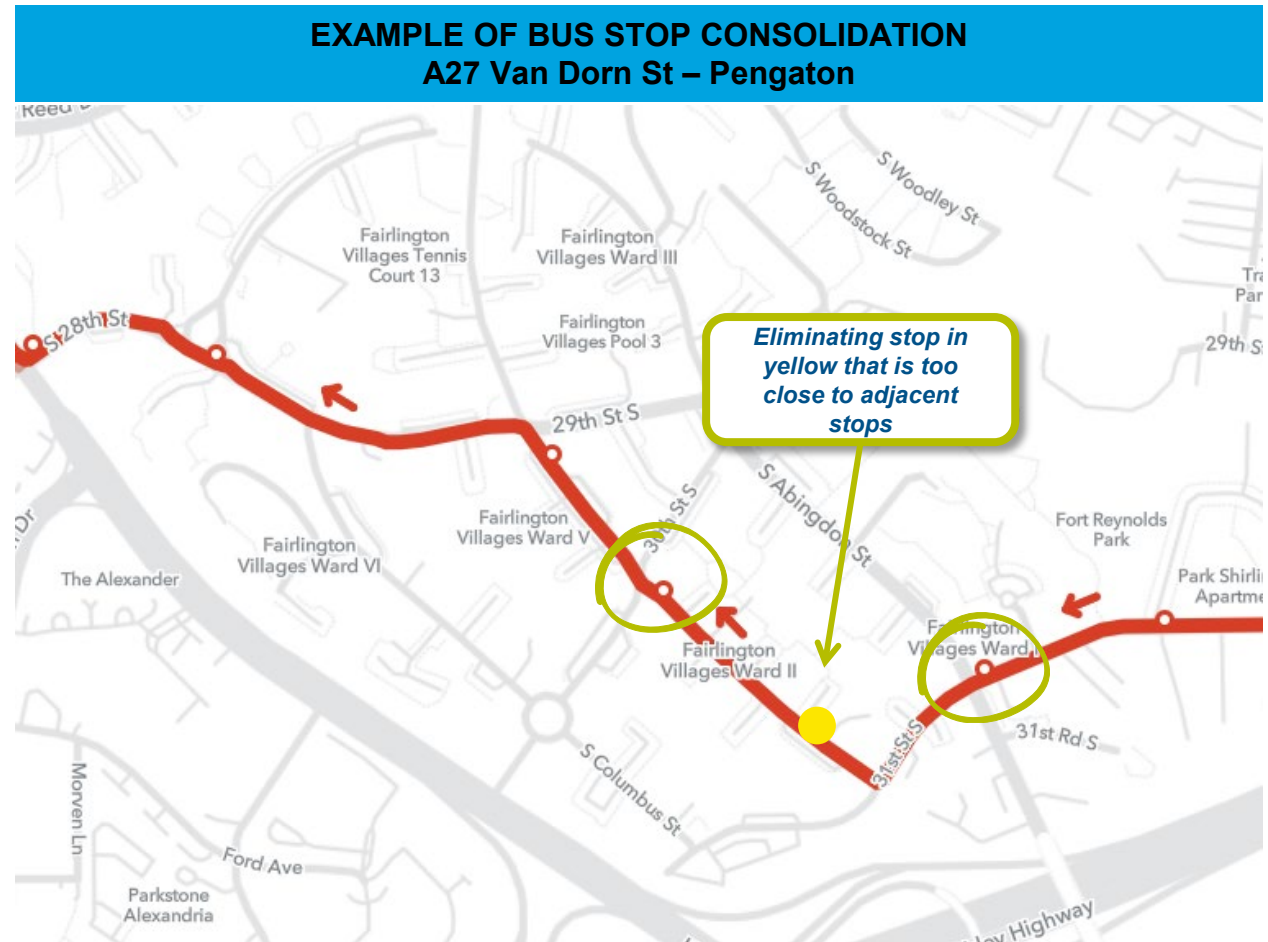


Creates Faster, More Reliable Travel Time

By eliminating some bus stops that are too close together

Eliminate 600+ bus stops (of 9,500 stops Metrobus uses) that:

- Are too close to the next stop, based on Metrobus service guidelines
- Have low ridership (boardings and alightings)
- Do not provide safe pedestrian access (sidewalks and crosswalks)



Questions and Comments

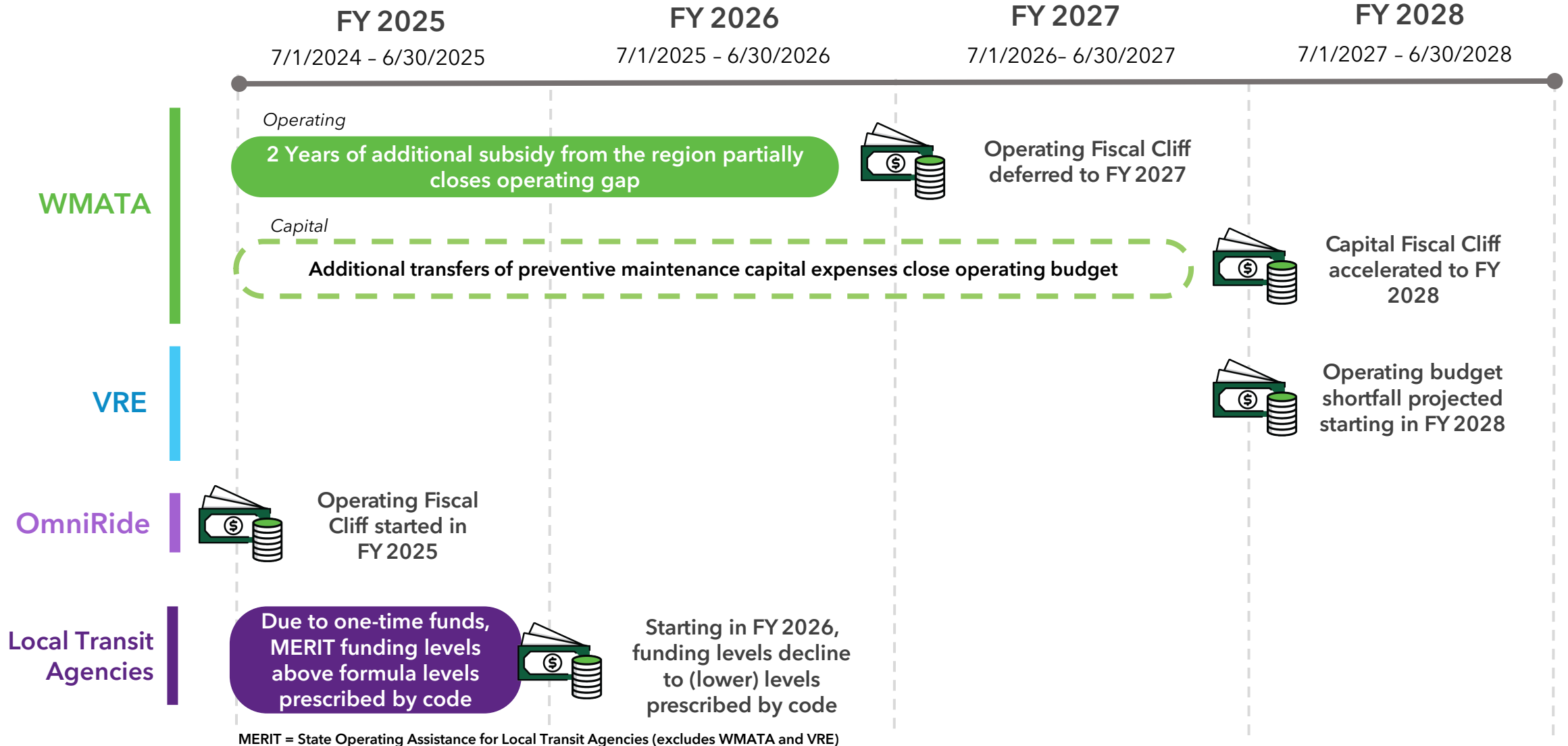
Agenda Item #4: NVTC Work Toward Long-Term Sustainable Dedicated Funding

- A. DMVMoves**
- B. SJ 28: Northern Virginia Growing Needs of Public Transit Joint Subcommittee**
- C. NVTC 2024 Annual Report on the Performance and Condition of WMATA**

4. NVTC Work Towards Long-Term Sustainable Dedicated Funding



Timeline of Northern Virginia Transit Agency Fiscal Cliffs



MERIT = State Operating Assistance for Local Transit Agencies (excludes WMATA and VRE)

4. NVTC Work Towards Long-Term Sustainable Dedicated Funding



NVTC Inputs

- Annual Report on the Performance and Condition of WMATA (2023)
- Value of Transit to the Commonwealth (2023)
- Metro Operating Funding and Reform Working Group Report (2024)
- Regional Bus Analysis (Ongoing)

SJ 28 - Northern Virginia Growing Needs of Public Transit Joint Subcommittee



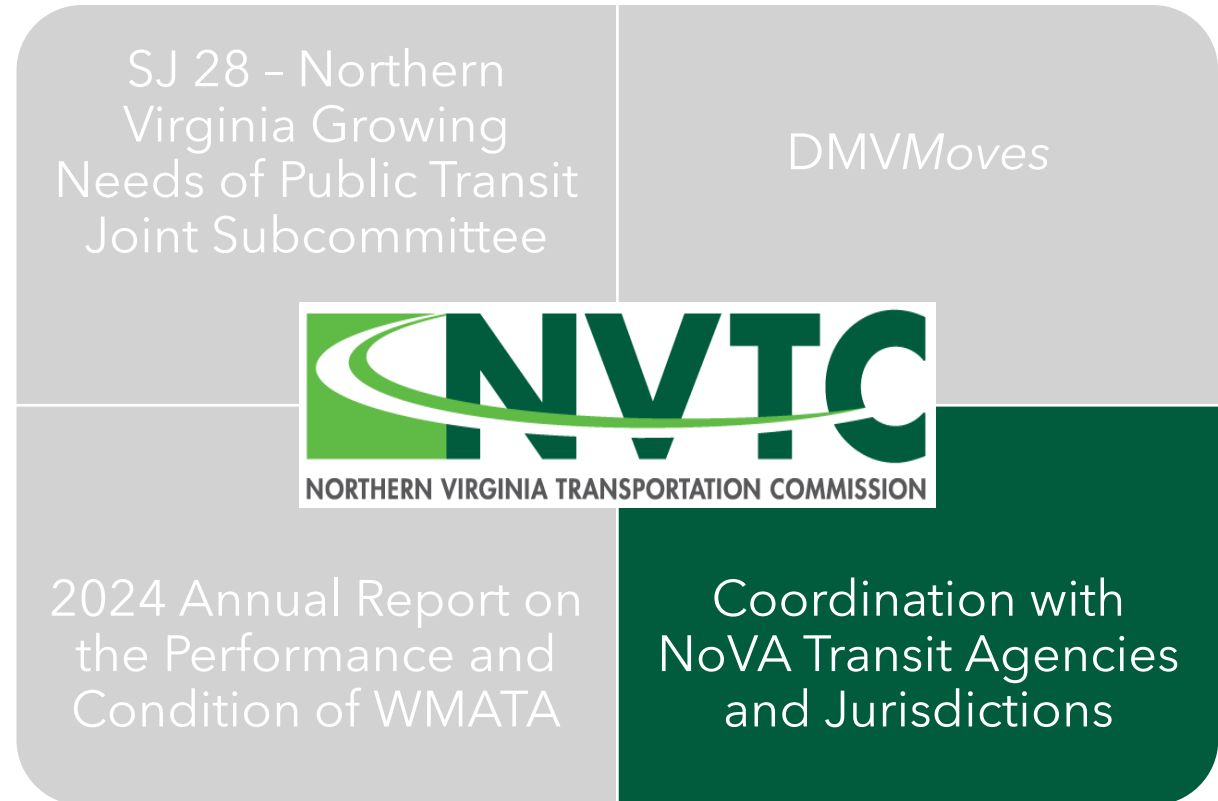
2024 Annual Report on the Performance and Condition of WMATA

Coordination with NoVA Transit Agencies and Jurisdictions

4. NVTC Work Towards Long-Term Sustainable Dedicated Funding

NVTC Transit Funding Working Group

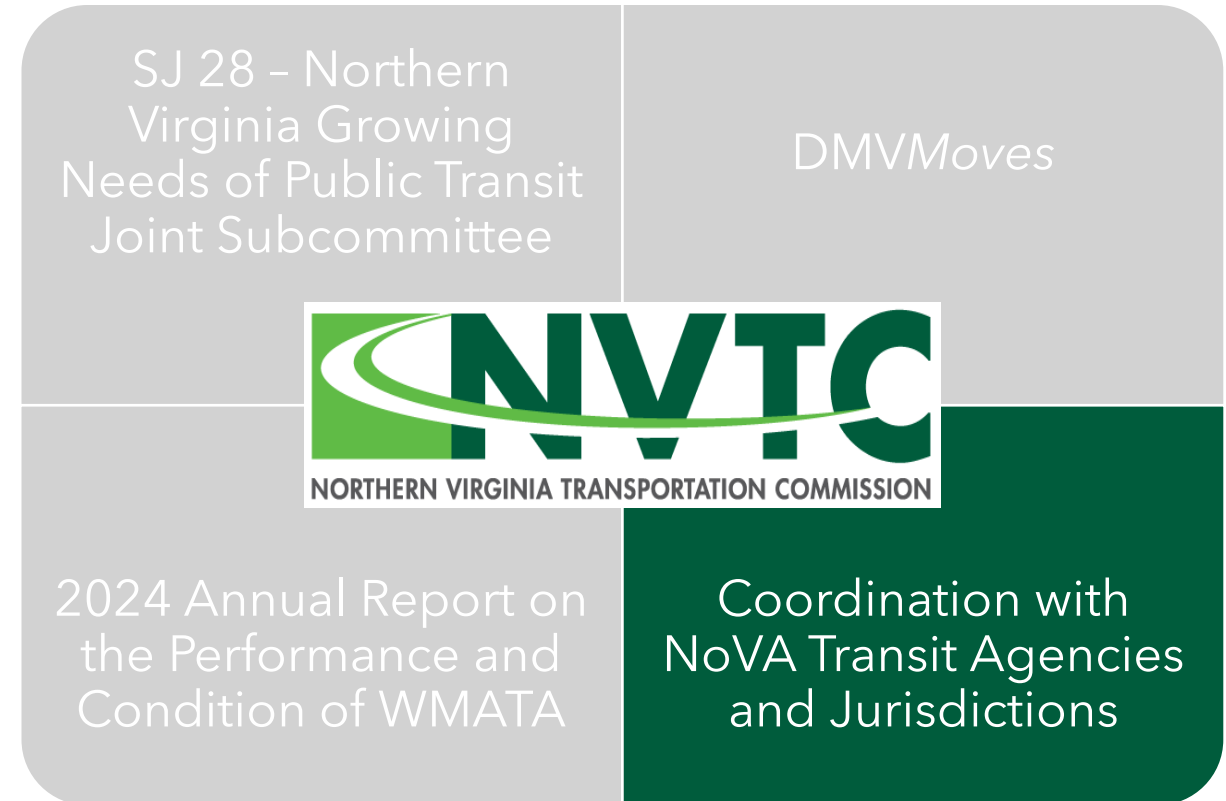
- Staff-level working group focused on the various initiatives underway geared toward long-term, dedicated transit funding in Virginia and the region
- Primary forum over the next ~18 months to keep jurisdictional and agency partners informed on DMVMoves, the SJ 28 joint subcommittee study and NVTC's 2024 Annual Report on the Performance and Condition of WMATA
- Opportunity to perform targeted research and develop a coordinated position on the work of these initiatives



4. NVTC Work Towards Long-Term Sustainable Dedicated Funding

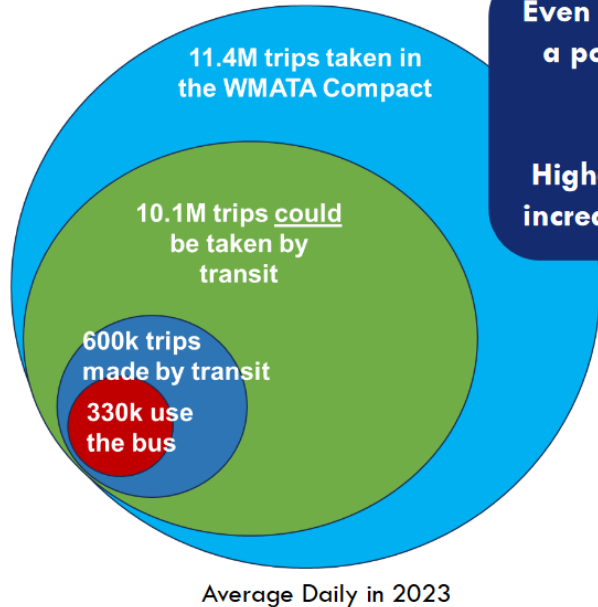
Framework for NVTC Transit Funding Working Group

- Seek long-term sustainable dedicated funding (capital and operating) for all Northern Virginia transit agencies - WMATA, VRE and local transit systems
- Maintain partnership with Commonwealth to ensure transit funding commitments
- Seek cost containment - for example, 3% cap for a post-pandemic transit industry
- Document and communicate Northern Virginia transit agency needs
- Educate regional and General Assembly stakeholders about unique funding and governance structure in Virginia
- Coordinate policy, funding and legislative analysis



4A. DMVMoves

Opportunity



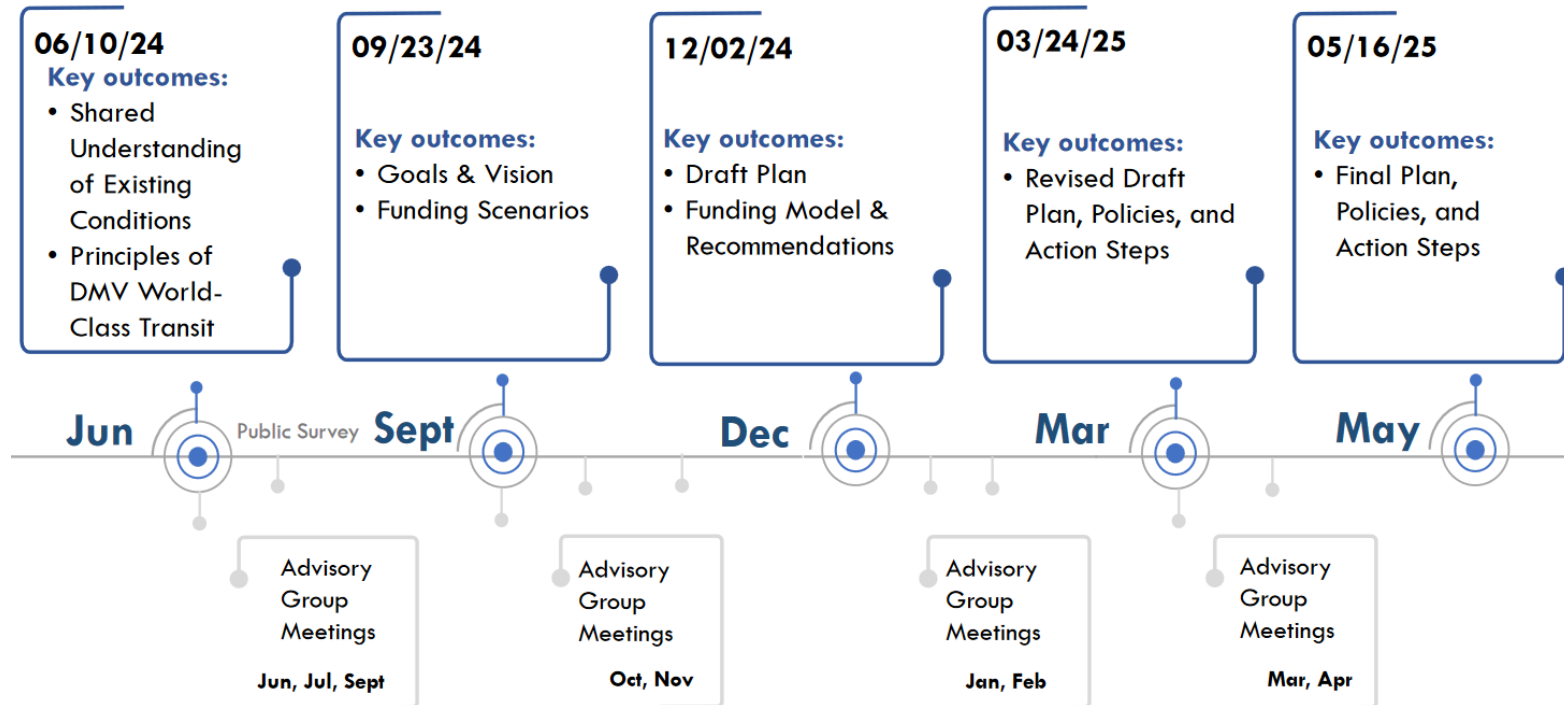
Even though 88% of daily trips have a possible transit connection, only 5% of trips are on transit

High-quality transit and density can increase that to 20% of trips or more

DMVMOVES

Moving our region forward, together.

Detailed Schedule



WMATA has the capacity to service more riders with current service levels

- Proposed 2025 Better Bus Network could attract 13,000 more weekdays trips
- Current rail service plan could carry 33% more trips

4B. SJ 28: Northern Virginia Growing Needs of Public Transit Joint Subcommittee

First Meeting: July 15 at 1:00 p.m.

<https://studies.virginiageneralassembly.gov/meetings/1832>

SJ 28 Joint Subcommittee Composition: 11 members

- Members of Senate Finance and Appropriations (3 – Ebbin, Boysko, Surovell)
- Members of House Appropriations (2 – Sickles, Austin) and House Transportation (2 – Delaney, McClure)
- Member of the WMATA Board of Directors (Smedberg)
- Member of NVTC (Alcorn)
- NVTC Executive Director or designee – *Ex Officio*
- Secretary of Transportation or designee – *Ex Officio*

Technical Working Group

- NVTC (Allan Fye)
- Potomac and Rappahannock Transportation Commission (Bob Schneider)
- Virginia Railway Express (Mark Schofield)
- WMATA (Greg Potts)
- Department of Rail and Public Transportation (Jen Monaco)
- Northern Virginia Transportation Authority
- Representative from Amalgamated Transit Union Local 689
- Business community representative appointed by the Speaker of the House (Jason Stanford)

4C. NVTC 2024 Annual Report on the Performance and Condition of WMATA



Preliminary Recommendations for Committee Feedback

(Directed to; [status/advancement](#))

- 1. Continue to work with federal, state, regional and local funding partners to develop long-term, sustainable, dedicated funding to meet Metro’s capital and operating needs. (VA, MD, DC and NVTC; [SJ 28](#) and [DMVMoves](#))**
- 2. Preserve additional state aid (FY 2026) and operating cap re-baselining contained in the two-year state budget. (VA; [General Assembly](#))**
- 3. Establish a revised Virginia and Maryland legislative operating assistance growth cap. (VA, MD and WMATA Board; [SJ 28](#) and [Maryland discussions](#))**
4. Sustain rail and bus service levels to continue an ongoing ridership recovery (WMATA; [FY 2026 budget cycle](#))
5. Establish a reserve fund and associated fiscal management policies at Metro. (WMATA Board and funding jurisdictions; [discussions at WMATA Board](#))
6. Return federal workers to the office and secure a replacement for the region’s losses in fares from riders using federal transit benefits. (Federal government; [USDOT/OMB Discussions](#))

4C. NVTC 2024 Annual Report on the Performance and Condition of WMATA



Preliminary Recommendations for Committee Feedback

(Directed to; [status/advancement](#))

7. Identify opportunities to leverage regional resources, technology and policies that benefit riders and find cost savings. (WMATA, VRE and transit agencies; [ongoing discussions at DMVMoves](#))
8. Formalize the functions and scope of a WMATA Board audit committee to enhance oversight via a coordinated jurisdictional audit. (VA, MD, DC and WMATA Board; [discussions at WMATA Board](#))
9. Manage labor cost escalation through reforms to pension and other post-employment benefits (OPEB). (WMATA and labor unions; [CBA discussions](#))
 - Increase worker contributions to pensions and OPEB.
 - Limit or prohibit overtime earnings towards retirement pay.
 - Implement Metro's OIG OPEB findings.
10. Require consideration of Metro's fiscal condition in binding arbitration. (Congress; [Federal action required](#))

4. NVTC Work Towards Long-Term Sustainable Dedicated Funding

Next Steps

NVTC

- Commission and Joint WMATA/Legislative and Policy Committee updates
- Ongoing jurisdiction and transit agency engagement at staff technical level
- 2024 Annual Report on the Performance and Condition of WMATA (Due to GA and Governor in December 2024)
- 2025 NVTC Legislative Agenda (development in the fall and approval in December)

SJ 28

- Four meetings in 2024 and four meetings in 2025
- Reports due by November each year
- NVTC is on the Subcommittee; NoVA transit agencies on Working Group
- First meeting is July 15

DMVMoves

- Six meetings of Regional Task Force
- 10 meetings of Government Partners Advisory Group (including NVTC and NoVA transit agencies)
- Approve final plan by June 2025

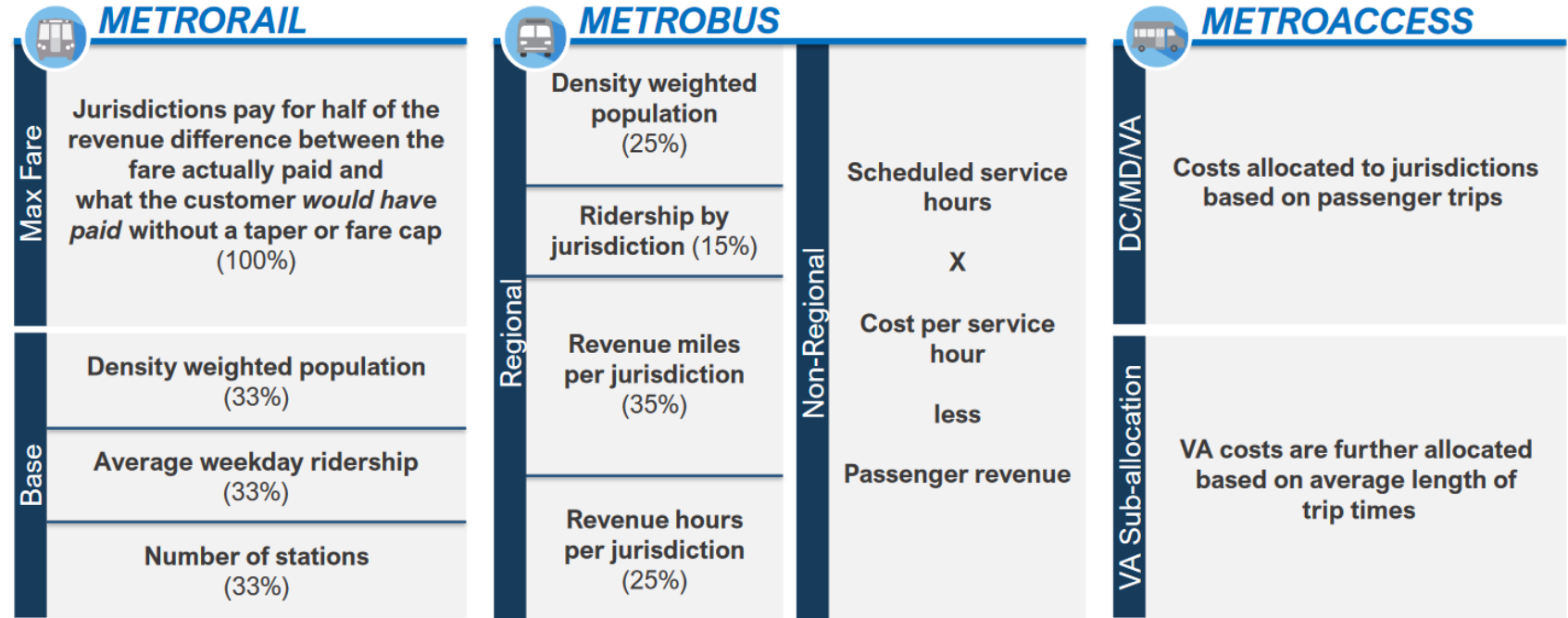
Questions and Comments

**Agenda Item #5:
Current WMATA
Subsidy Allocation
Formulas**

5. Current WMATA Subsidy Allocation Formulas

Background

- Jurisdictional operating subsidies are allocated according to subsidy allocation formulas (six in total between bus, rail, paratransit and debt service) that consider factors at various weightings.
- See Appendix & pages 245-247 of [WMATA's FY 2025 Approved Budget](#) for more detail.



Source: [December 8, 2022 WMATA Board meeting](#)

WMATA subsidy allocation formulas are approved by the WMATA Board (these formulas are not in the WMATA Compact).

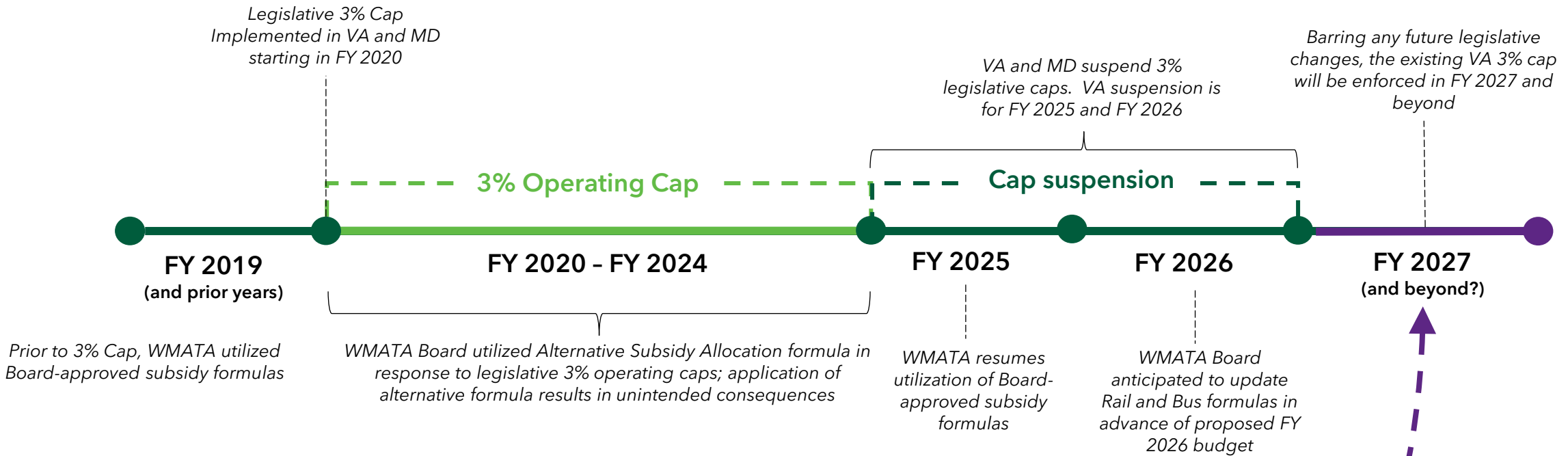
5. Current WMATA Subsidy Allocation Formulas

NVTC staff findings on current WMATA subsidy allocation formulas

- Metrobus
 - As noted in the 2023 Annual Report on the Performance and Condition of WMATA, the current Metrobus formulas create a broken system that is inconsistent and unpredictable to funding partners (and WMATA), provides distorted incentives around service provision, inhibits the use of external grant sources to pay for service and makes targeted service changes and how they are paid for unnecessarily complex and fraught with veto points.
 - An update to the Metrobus subsidy allocation formulas is an integral part of the Better Bus Network Redesign effort.
- Overall formula opportunities:
 - Enhance transparency and auditability,
 - Allow for external grant funding,
 - Improve the link between service and subsidy, and
 - Address fare evasion.

5. Current WMATA Subsidy Allocation Formulas

Traditional Subsidy Allocation Formulas and the Legislative 3% Operating Cap



[NVTC's 2023 Report on the Performance and Condition of WMATA](#) recommends that Virginia, Maryland, and the WMATA Board:

- **Establish a revised Virginia and Maryland legislative operating assistance growth cap** to reflect a new operating funding structure and restore accountability to WMATA's operating subsidy allocation process to help address the unintended consequences of the current cap

Questions and Comments

Thank You.

**The next NVTC Joint WMATA and Legislative & Policy Committee meeting is
scheduled for Thursday, September 19 at 6:00 p.m.**



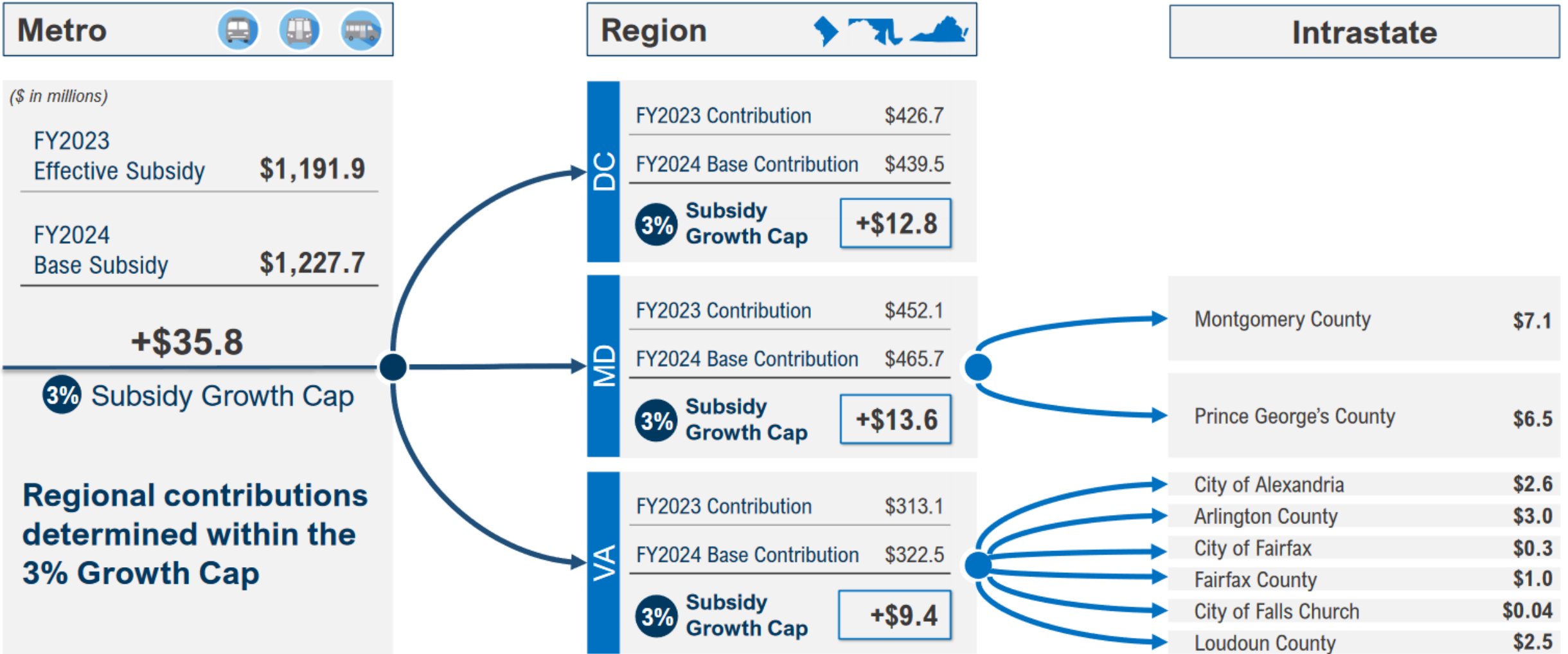
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Appendix

FY 2025 Subsidy by Mode

	Total	District of Columbia	Montgomery County	Prince George's County	City of Alexandria	Arlington County	City of Fairfax	Fairfax County	City of Falls Church	Loudoun County
Metrobus Operating Subsidy										
Regional Bus Subsidy	\$655,232,471	\$272,647,249	\$100,815,883	\$125,107,094	\$29,509,607	\$43,241,831	\$1,045,751	\$79,857,697	\$2,893,758	\$113,601
Non-Regional Bus Subsidy	\$93,358,107	\$47,683,448	\$5,315,236	\$30,888,737	\$3,860,425	\$1,683,638	\$0	\$3,926,623	\$0	\$0
Subtotal	\$748,590,578	\$320,330,697	\$106,131,119	\$155,995,831	\$33,370,031	\$44,925,469	\$1,045,751	\$83,784,319	\$2,893,758	\$113,601
<i>Percent of Total</i>	100.0%	42.8%	14.2%	20.8%	4.5%	6.0%	0.1%	11.2%	0.4%	0.0%
Metrorail Operating Subsidy										
Base Allocation	\$825,925,784	\$295,823,722	\$136,705,707	\$125,116,974	\$37,258,599	\$78,002,763	\$2,264,423	\$119,900,304	\$2,484,758	\$28,368,533
Max Fare Subsidy	\$9,881,061	\$1,329,232	\$3,155,880	\$1,128,016	\$96,291	\$347,484	\$194,152	\$2,727,804	\$27,736	\$874,467
Subtotal	\$835,806,845	\$297,152,954	\$139,861,587	\$126,244,989	\$37,354,890	\$78,350,247	\$2,458,575	\$122,628,108	\$2,512,494	\$29,243,001
<i>Percent of Total</i>	100.0%	35.6%	16.7%	15.1%	4.5%	9.4%	0.3%	14.7%	0.3%	3.5%
MetroAccess Subsidy	\$168,166,961	\$44,143,130	\$29,759,011	\$73,327,360	\$1,963,592	\$1,823,833	\$384,273	\$16,651,521	\$107,515	\$6,727
<i>Percent of Total</i>	100%	26.2%	17.7%	43.6%	1.2%	1.1%	0.2%	9.9%	0.1%	0.0%
Total Subsidy	\$1,752,564,384	\$661,626,781	\$275,751,716	\$355,568,181	\$72,688,513	\$125,099,549	\$3,888,599	\$223,063,949	\$5,513,767	\$29,363,329
	100.0%	37.8%	15.7%	20.3%	4.1%	7.1%	0.2%	12.7%	0.3%	1.7%
Debt Service										
Subtotal	\$72,238,751	\$33,302,581	\$15,423,570	\$15,822,797	\$1,778,162	\$0	\$111,660	\$5,623,595	\$176,387	\$0
Jurisdictional Contribution	\$1,824,803,136	\$694,929,362	\$291,175,286	\$371,390,978	\$74,466,675	\$125,099,549	\$4,000,259	\$228,687,543	\$5,690,154	\$29,363,329

3% Cap Subsidy Methodology



Charts and table totals may not sum due to independent rounding.

Note: Figures above are from the FY 2024 WMATA budget.

Source: [December 8, 2022 WMATA Board meeting](#)

NVTC 2023 Annual Report on the Performance and Condition of WMATA

Ongoing Accomplishments at WMATA

Action	Focus Area	Responsible Entity
1. Communicate the results of an efficiency and accountability program	Structural Cost Growth	WMATA
2. Continue to increase non-fare revenues		
3. Mitigate and report on the occurrence and fiscal impacts of fare evasion	Operational and Financial Accountability	
4. Redesign the Metrobus network to find efficiencies and cost savings		
5. Update the way WMATA allocates Metrobus subsidies		
6. Continue to enhance the physical safety and security of customers		
7. Continue efforts to improve transparency and reporting		

NVTC Metro Operating Funding and Reform Working Group Report - April 2024

Unintended consequences of the 3% Legislative Operating Cap

- Findings:
 - The 3% Cap is based on a pre-pandemic financial model for WMATA, does not include any inflationary factors, and prohibits NVTC jurisdictions from intentionally providing additional subsidy
- Unintended consequences:
 - The interaction of the legislative caps and WMATA's implementation of the caps on its subsidy calculation (from FY 2020 to FY 2024) has distorted the amount of subsidy owed from the amount of service received
 - The distribution of Metrobus service shifted across the region after the pandemic, and the cap prevented this reallocation from being reflected in the subsidy, resulting in VA paying more in FY 2022, FY 2023, and FY 2024 with the cap than if traditional formula were run under those circumstances
 - Reduced transparency and accountability with no subsidy by mode (rail, bus, paratransit)
 - Does not provide NVTC jurisdictions with predictability in their operating subsidy