



# NVTC Joint WMATA and Legislative & Policy Committee Meeting

Meeting materials available at [novatransit.org](https://novatransit.org)

November 21, 2024

# Committee Meeting Agenda

1. **Welcome and Opening Remarks**
2. **Meeting Summary of the September 19, 2024 Joint NVTC WMATA/ Legislative and Policy Committee**
3. **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**
4. **Funding Principles Discussion**
5. **Draft NVTC 2025 Legislative and Policy Agenda**

# **Agenda Item #3: 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**

# 3. 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)

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

DMVMoves



2024 Annual Report on the Performance and Condition of WMATA

Coordination with NoVA Transit Agencies and Jurisdictions

# 3A. DMVMoves

- Task Force met most recently on September 23 and reviewed
  - Initial recommendations for advancing world-class transit,
  - Funding scenarios including potential operating and capital needs in FY 2028,
  - WMATA’s looming capital funding cliff, and
  - Potential revenues to address future transit needs.
- Advisory groups have continued to meet and are in the process of setting up working groups to advance a series of action plans to implement policy recommendations (fare policy, service guidelines, wayfinding, bus priority strategies, shared procurements, consistent training and certification, etc.).
- Next Task Force meeting is December 2, followed by at least two meetings in 2025 (tentatively March and May).



Moving our region forward, together.

[DMVMoves website](#)

# 3B. SJ 28: Northern Virginia Growing Needs of Public Transit Joint Subcommittee

- Final meeting of 2024 held on November 12 at NVTC
- In addition to the 10 sources identified in NVTC’s Metro Operating Funding and Reform Working Group Report, the Joint Subcommittee selected five additional sources to develop an expanded menu of revenue estimates:
  - Regional highway use fee
  - Regional income tax
  - Retail delivery fee
  - I-66 Inside the Beltway tolling outside of peak-period and peak direction, and
  - Regional motor vehicle rental tax
- The Joint Subcommittee also approved a work plan for 2025 which includes four meetings between March/April and November
  - Meeting 5 (March/April) - Existing Funding Structure
  - Meeting 6 (June) - Reviewing New Revenue Estimates
  - Meeting 7 (September) - Transit Agency Long-Term Needs
  - Meeting 8 (November) - Adopting Recommendations



[SJ 28 website](#)

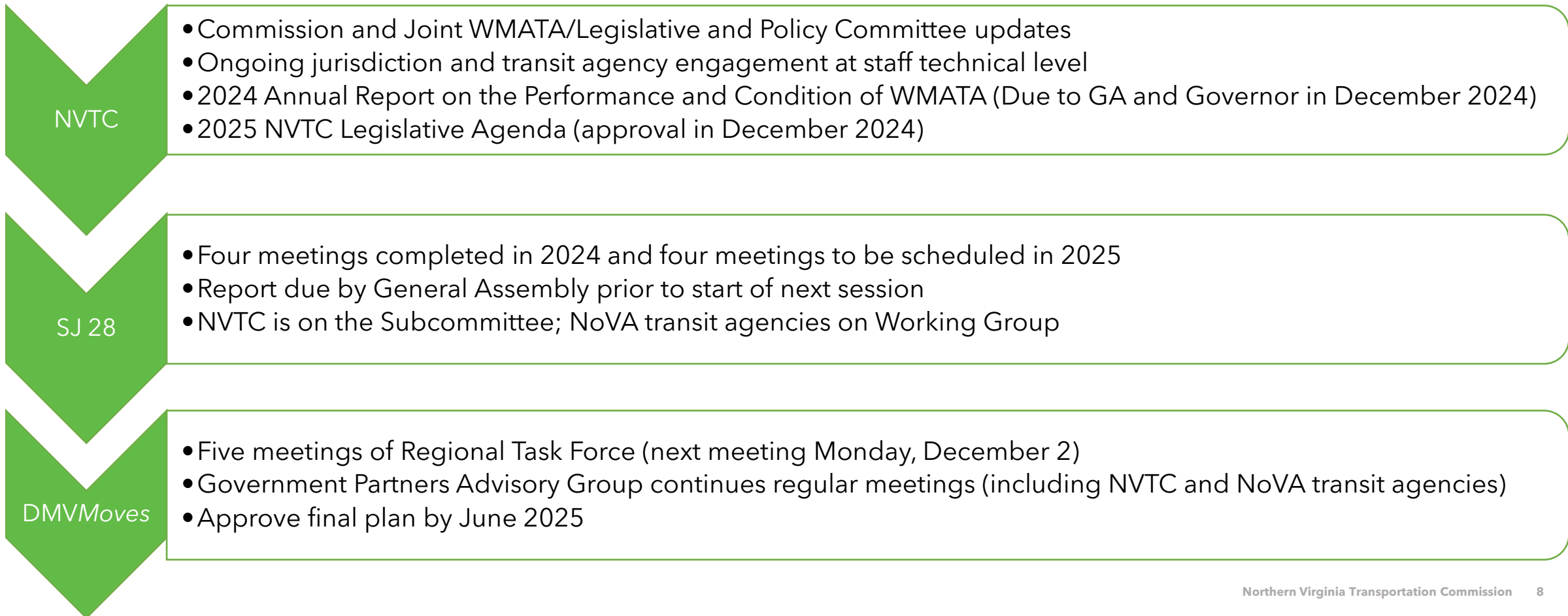
# 3C. NVTC 2024 Annual Report on the Performance and Condition of WMATA

- Commission briefing on November 7
- Minor technical edits and additional context incorporated into final draft
- Next steps: Commission approval on December 5 and submission to the Governor and General Assembly by December 15



# 3. NVTC Work Towards Long-Term Sustainable Dedicated Funding

## Next Steps



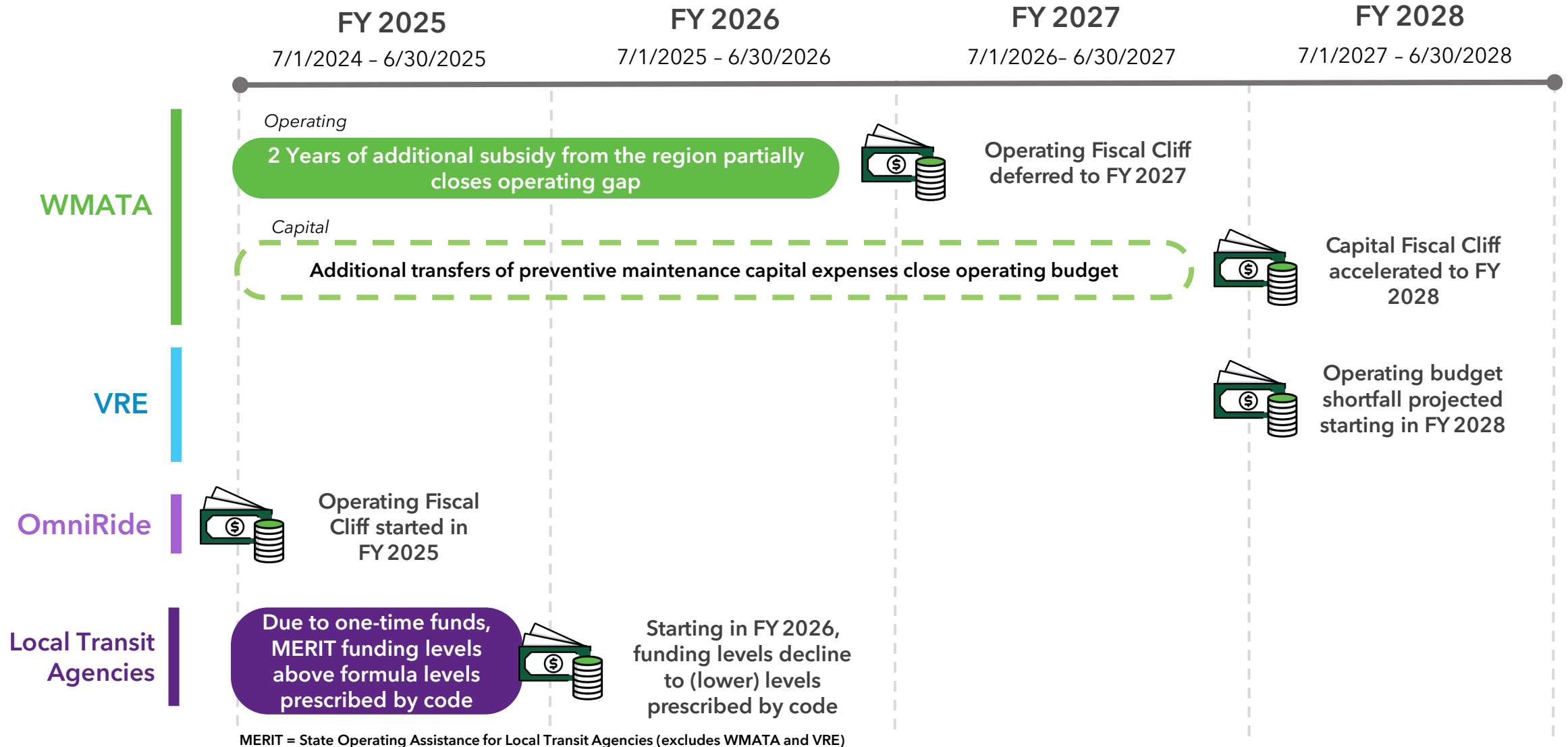


# **Agenda Item #4: Funding Principles Discussion**

# 4. Funding Principles Discussion



## Timeline of Northern Virginia Transit Agency Fiscal Cliffs



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

# 4. Funding Principles Discussion

## Context

- DMVMoves
  - Funding scenarios to address future, regional transit needs
- SJ 28 Joint Subcommittee
  - Developing revenue estimates for 15 sources to potentially support Virginia's share of funding future operating and capital needs
- In 2025, both efforts will develop options regarding the structure and mechanics of possible funding solutions.
- NVTC has an opportunity to establish principles for long-term, sustainable, dedicated funding.

# 4. Funding Principles Discussion

## Considerations

- Scale of the need - DMVMoves [identified](#) at least \$818 million/year just to maintain existing service and baseline state of good repair for all transit operators in the region
- Impact to local property taxpayers
- Existing transit revenue sources and structures
- Limitations of a one-size-fits all approach
- Differences in funding WMATA and other Northern Virginia agencies

# 4. Funding Principles Discussion

## **Draft concepts for Committee review/feedback:**

### **Principles for funding all transit agencies in Northern Virginia**

1. Provide adequate growth in revenues to meet current and future operating and capital needs for WMATA, VRE and local transit operators in Northern Virginia.
2. Preserve existing local, regional and statewide revenues streams that support public transit operating and capital expenses.
3. Consider the impact of the tax burden on property owners.
4. Include a broad range of revenue sources to avoid the economic risk associated with overreliance on a single revenue source.
5. Distribute revenues to NVTC for allocation to local bus systems, VRE, and to those jurisdictions funding WMATA, matching or similar to NVTC's current trust fund model.

# 4. Funding Principles Discussion

## **Draft concepts for Committee review/feedback:**

### **Principles for funding WMATA**

1. Reflect an agreement or framework between Virginia, Maryland and the District of Columbia whereby each identify the revenue solutions that best meet the unique economic and political characteristics of each jurisdiction.
2. Any revenues generated for public transit purposes in the NVTC District that exceed the funding needed to support Virginia's share of WMATA capital and operating costs will be used to support other transit systems in the NVTC District.
3. Statewide revenue sources provide at least 50 percent of Virginia's funding for WMATA operations and capital, reflecting the economic benefit of the WMATA system to the entire Commonwealth.
4. Any new dedicated revenues raised in Virginia that are intended for WMATA capital purposes should be protected by code and bondable by WMATA.

**Agenda Item #5:  
Draft NVTC 2025  
Legislative and Policy  
Agenda**

# 5. Draft NVTC 2025 Legislative and Policy Agenda

- Draft agenda first reviewed by Committee at September meeting
- Feedback from Commission at November meeting
- No major changes, added one state legislative priority in support of VRE
- Next steps: Commission approval on December 5
- 2025 State legislative session begins January 8





# Thank You

**The next NVTC Joint WMATA and Legislative & Policy Committee meeting is scheduled for Thursday, February 20 at 6:00 p.m.**



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# Appendix

# DRAFT 2025 State Legislative Priorities

- Continue to advocate for long-term, sustainable, dedicated funding to ensure WMATA, VRE and all Northern Virginia transit systems meet the growing needs of public transit in our region.
- Preserve additional state aid (FY 2026) for WMATA and operating cap re-baselining contained in the two-year state budget.
- Preserve existing state, regional and local funding for transit and transportation.
- Protect existing NVTC autonomy, programs and funding sources.
- Continue support for state investment in Transforming Rail in Virginia and other passenger rail initiatives.
- Preserve transit's ability to effectively compete within the SMART SCALE program.

# DRAFT 2025 State Legislative Priorities (continued)

- Support funding for development and implementation of transit innovations, including transit signal priority, zero and low-emission public transit, and fare payment technologies.
- Support ongoing efforts to streamline the permitting process for bus stop improvement projects in coordination with local jurisdictions.
- Advance legislation that would add policies for rolling stock and operating properties of railroads used for commuter rail service in the Commonwealth, as well as cybersecurity policies for organizations operating such service, to the exemptions for state tax on surplus lines insurance.

# DRAFT 2025 Federal Legislative Priorities

- Ensure transit systems in Northern Virginia have the maximum access to federal formula funding and state of good repair funding, matching or exceeding the funding levels authorized in the Infrastructure and Investment Jobs Act.
- Maximize the region's access to federal transportation funding programs and competitive grant opportunities.
- Recognize the importance of public transit in accessing federal agencies and facilities, identify and secure federal long-term capital and operating funding opportunities that benefit local transit systems, including WMATA and VRE.
- Encourage federal return-to-office policies that encourage transit use throughout the work week.
- Continue support for commuter tax benefits for both the private and public sector.
- Work with federal, state and local partners to address long-term challenges to domestic bus manufacturing highlighted by APTA's bus manufacturing task force.