

NVTC JOINT WMATA COMMITTEE/LEGISLATIVE AND POLICY COMMITTEE MEETING
THURSDAY, FEBRUARY 20, 2025
NVTC Conference Room, Suite #230
2300 Wilson Blvd., Arlington, Virginia
[Public Streaming Via YouTube](#)
6:00 p.m.

February 20 Committee Meetings:

4:30 p.m. Program Advisory Committee – NVTC Suite #230 Conference Room ([public streaming](#)) (see separate agenda)

5:30 p.m. Boxed Dinners Available for Committee Members

6:00 p.m. Joint WMATA Committee/Legislative and Policy Committee Meeting – NVTC Suite #230 Conference Room ([public streaming](#))

If the meeting method is changed, NVTC will provide a new meeting notice, in accordance of VA Code §2.2-3707.

1. Welcome and Opening Remarks
 - **ACTION: Approve Commissioners Participating Electronically (if needed)**
2. Meeting Summary of the November 21, 2024 Joint NVTC WMATA Committee/Legislative and Policy Committee Meeting
3. Joint Committee Overview and 2025 Workplan
4. Updates
 - A. WMATA FY 2026 Budget
 - B. General Assembly
5. NVTC Work Towards Long-Term Sustainable Dedicated Funding
 - A. DMVMoves
 - B. SJ 28: Northern Virginia Growing Needs of Public Transit Joint Subcommittee
 - C. Northern Virginia Transit Funding Guide
6. Other Items
 - Next Joint Committee Meeting Date: Thursday, May 15, 2025, 6:00 p.m., Suite #230

WMATA Committee Members:

Walter Alcorn, Chair
Canek Aguirre
Matt de Ferranti
Matt Letourneau
Paul Smedberg
David Snyder

Legislative and Policy Committee Members:

Canek Aguirre, Chair
Maureen Coffey
Adam Ebbin
Matt Letourneau
Catherine Read
David Snyder
James Walkinshaw

**MEETING SUMMARY
NVTC JOINT WMATA COMMITTEE / LEGISLATIVE AND POLICY COMMITTEE
Via Electronic Participation
Public Livestreaming via YouTube
November 21, 2024**

WMATA Committee Members Present:

Walter Alcorn, Chair
Canek Aguirre
Matt de Ferranti
Matt Letourneau
Paul Smedberg
David Snyder

Legislative and Policy Committee Members Present:

Canek Aguirre, Chair
Libby Garvey
Matt Letourneau
Catherine Read
David Snyder
James Walkinshaw

Legislative and Policy Committee Members Absent:

Adam Ebbin

Staff and Others Present:

Kate Mattice
Andrew D’huyvetter
Adam Hager
Ann McGrane
Daniel Knickelbein
Tenley O’Hara
Melissa Walker

Legislative and Policy Committee Chair Aguirre called the joint meeting of the WMATA Committee and the Legislative and Policy Committee to order at 6:02 p.m. He explained that the meeting is an all-virtual public meeting as permitted under the Virginia Freedom of Information Act and NVTC’s Electronic Participation Policy and is being streamed live via NVTC’s YouTube channel. Committee members are participating via Zoom. He added that NVTC staff followed the procedures and guidelines to give notice to committee members, Commissioners, staff and the public about this meeting. He confirmed a quorum was present and stated that he is co-chairing the meeting with WMATA Committee Chair Alcorn.

Legislative and Policy Committee Chair Aguirre asked if there are any changes to the Meeting Summary of the September 19, 2024 Joint WMATA Committee/Legislative and Policy Committee meeting. The meeting summary was accepted with no changes.

NVTC Work Towards Long-Term Sustainable Dedicated Funding

WMATA Committee Chair Alcorn asked staff to proceed with the next three presentations related to long-term, sustainable, dedicated funding for transit in Northern Virginia. Mr. D’huyvetter provided a refresher on the various efforts that NVTC is currently engaged in related to long-term funding for public transit, including SJ 28: Growing Needs of Public Transit in Northern Virginia Joint Subcommittee, DMVMoves, the publication of the 2024 Annual Report on the Performance and Condition of WMATA and coordination with Northern Virginia transit agencies and jurisdictions.

Mr. Smedberg joined the meeting at 6:07 p.m.

DMVMoves. Mr. D’huyvetter provided an update on DMVMoves, reporting that the last Task Force meeting was held on September 23. At that meeting, the Task Force met to review initial recommendations for advancing world-class transit in the Greater Capital Region, funding scenarios for both operating and capital needs, WMATA’s looming capital funding fiscal cliff and potential revenues to address future transit needs. He added that advisory groups have continued to meet and that DMVMoves is also in the process of setting up working groups to advance a series of action plans to implement policy recommendations. He stated that the next Task Force meeting is scheduled for December 2 and would be followed by at least two Task Force meetings in 2025.

SJ 28: Northern Virginia Public Transit Joint Subcommittee. Mr. D’huyvetter then updated the committees on progress of the SJ 28 Joint Subcommittee. He stated that the final meeting of 2024 was held on November 12 and the group reviewed the 10 sources for potential additional funding for transit that were identified in NVTC’s Metro Operating Funding and Reform Working Group Report. In addition to the 10 sources identified in the report, the Joint Subcommittee selected five additional sources to develop an expanded menu of revenue estimates for further study next year. Those five additional sources include: a regional highway use fee, a regional income tax, a retail delivery fee, I-66 Inside the Beltway tolling outside of peak-period and peak direction and a regional motor vehicle rental tax. The Joint Subcommittee also approved a work plan for 2025 which includes four meetings between March/April and November.

WMATA Committee Chair Alcorn acknowledged the work of the Joint Subcommittee and mentioned the robust discussion on various potential revenue sources at its most recent meeting.

Mr. Snyder expressed his concern with expanding tolling on I-66, stating that he believes it would violate agreements that were agreed to when tolling on I-66 began and cause additional traffic concerns in the neighborhoods surrounding I-66.

Mr. Walkinshaw asked about the regional highway use fee and how it would be calculated. Mr. D’huyvetter responded that the rate varies based on the fuel efficiency of the fuel vehicle

and is meant to represent approximately 85% of what a user would have paid if they were in a less fuel-efficient vehicle paying the standard statewide gas tax.

Mr. Letourneau expressed his belief that expanding tolling on I-66 should be considered as a new revenue source, as much of the revenue derived from an expansion of tolling on I-66 to non-peak period peak-direction would come from non-Virginia drivers.

Ms. Mattice emphasized that the work of the SJ 28 Joint Subcommittee is separate from NVTC, and while NVTC is providing technical support to the Joint Subcommittee, recommendations from the group are not NVTC recommendations and do not necessarily represent the view of the Commission.

NVTC 2024 Annual Report on the Performance and Condition of WMATA. Mr. D’huyvetter provided an update on NVTC’s 2024 Annual Report on the Performance and Condition of WMATA, stating that the full Commission discussed the draft report at its meeting on November 7, and since then, minor technical edits and additional context have been incorporated in the final draft of the report. Mr. D’huyvetter added that the Commission will be asked to approve the report at its December 5 meeting, with submission to the governor and General Assembly by December 15.

Libby Garvey joined the meeting at 6:33 p.m.

Funding Principles Discussion

WMATA Committee Chair Alcorn noted that the committees would be reviewing a draft of NVTC’s funding principles, prior to Commission review at the December 5 meeting. He asked Mr. D’huyvetter to provide additional background and context on the funding principles. Mr. D’huyvetter mentioned upcoming fiscal cliffs for WMATA, Virginia Railway Express and Northern Virginia’s local transit agencies as a driver of the need for NVTC to establish a set of funding principles to guide future discussion of finding sustainable revenues for public transit in the region. Ms. Mattice noted that creating a set of NVTC funding principles would complement existing NVTC work on the Annual Report on the Performance and Condition of WMATA as well as development of NVTC’s annual federal and state legislative priorities.

Mr. Hager provided context on the development of NVTC’s funding principles, mentioning ongoing work from both the SJ 28 Joint Subcommittee and DMVMoves. He noted that in 2025, both of these efforts will develop options regarding the structure and mechanics of possible funding solutions and added that NVTC has an opportunity to establish principles for long-term, sustainable, dedicated funding to support these two efforts. He presented a draft list of NVTC’s funding principles for the committees’ consideration.

WMATA Committee Chair Alcorn suggested adding a principle about cost control and cost containment, stating that it was important to emphasize the operational efficiencies that

have been realized by Northern Virginia transit agencies in the past few years. He added that he would like there to be consideration of a funding principle that calls for replacing an existing funding source, like property taxes, with a new or enhanced funding source.

Mr. Walkinshaw agreed with the principle that Virginia, Maryland and the District of Columbia should each be responsible for identifying the revenue solution that best meets the needs of their own jurisdiction. He requested consideration of strengthening the principal that discusses the tax burden on property owners to emphasize the need to reduce the tax burden on property owners.

Mr. de Ferranti added that while it is important to include aspirational language in NVTC's funding principles asking the state to provide at least 50% of the share of Virginia's funding for WMATA operations and capital, the local jurisdictions in Northern Virginia would be responsible for coming up with a significant share of the new revenue needed for continued support of transit in Northern Virginia. Mr. Snyder emphasized the importance of having Northern Virginia localities united in their principles when discussing any future new revenues as well as the need to make clear a distinction between state revenue and local revenue.

Mr. de Ferranti asked about the timeline for Commission approval of NVTC's funding principles. WMATA Committee Chair Alcorn suggested bringing a draft of the funding principles to the Commission in December. He also emphasized the importance of receiving both stakeholder and public feedback on these principles. Mr. Snyder stated his belief that it is important not to delay the development and finalization of NVTC's funding principles, adding that he favored presenting a draft of the principles to the Commission at the December meeting with final approval in January. Ms. Mattice noted that timeline would work well with existing schedules, as NVTC is holding a public hearing at its December meeting which would allow the opportunity for members of the public to provide feedback on NVTC's funding principles at that meeting.

Draft NVTC 2025 Legislative and Policy Agenda

Mr. Knickelbein provided an overview of the draft of NVTC's 2025 federal and state legislative priorities, stating that this year's federal and state priorities are similar to those from last year, with a few modifications. On the state side, NVTC's priorities revolve around advocating for long-term, sustainable, dedicated funding for WMATA, VRE and all Northern Virginia transit systems, as well as preserving the additional state aid for WMATA and operating cap re-baselining that was included in the two-year state budget passed last year. Draft state priorities include continuing NVTC's support for transit and rail in the Commonwealth, including through Transforming Rail in Virginia as well as ensuring transit can effectively compete for funding in the SMART SCALE program. Mr. Knickelbein added that on the federal side, NVTC's priorities are also proposed to remain largely the same, with a continued emphasis on maximizing the region's access to federal funding (both formula and competitive) for transit.

Ms. Garvey asked about the uncertainty at the federal level given the results of the 2024 elections. Ms. Mattice noted that NVTC is engaged with the American Public Transportation Association (APTA) to ensure a sustainable future for federal transit funding when the next transportation re-authorization work begins, as most transportation funding programs authorized in the Infrastructure Investment and Jobs Act expire in 2026.

Other Items

Ms. Mattice reminded committee members about the Joint NVTC-PRTC-VRE 2024 Legislative Forum scheduled for Friday December 13 at George Mason University's Arlington campus. She stated that NVTC has already received nearly 200 RSVPs for the event.

WMATA Committee Chair Alcorn and Legislative and Policy Committee Chair Aguirre adjourned the meeting at 7:14 p.m.

DRAFT