



NVTC Joint WMATA and Legislative & Policy Committee Meeting

Meeting materials available at novatransit.org

April 16, 2026

Meeting Agenda

1. Welcome and Opening Remarks
2. January 29, 2026 Meeting Summary
3. Presentation from the WMATA Office of Inspector General
4. 2026 Report on the Performance and Condition of WMATA Update
5. General Assembly Update
6. Other Items

The background of the slide is a photograph of a cityscape. In the foreground, a silver and brown WMATA train is traveling on an elevated concrete track that curves to the right. The train has its headlights on. In the background, there are several modern office buildings. One building on the right has "NORTHROP GRUMMAN" written on its facade. Another building on the left has "NOR" visible. The sky is blue with some light clouds, and there are green trees in the distance.

3. Presentation from the WMATA OIG



4. 2026 Report on the Performance and Condition of WMATA Update

NVTC's 2026 Report on WMATA

Background & Requirements

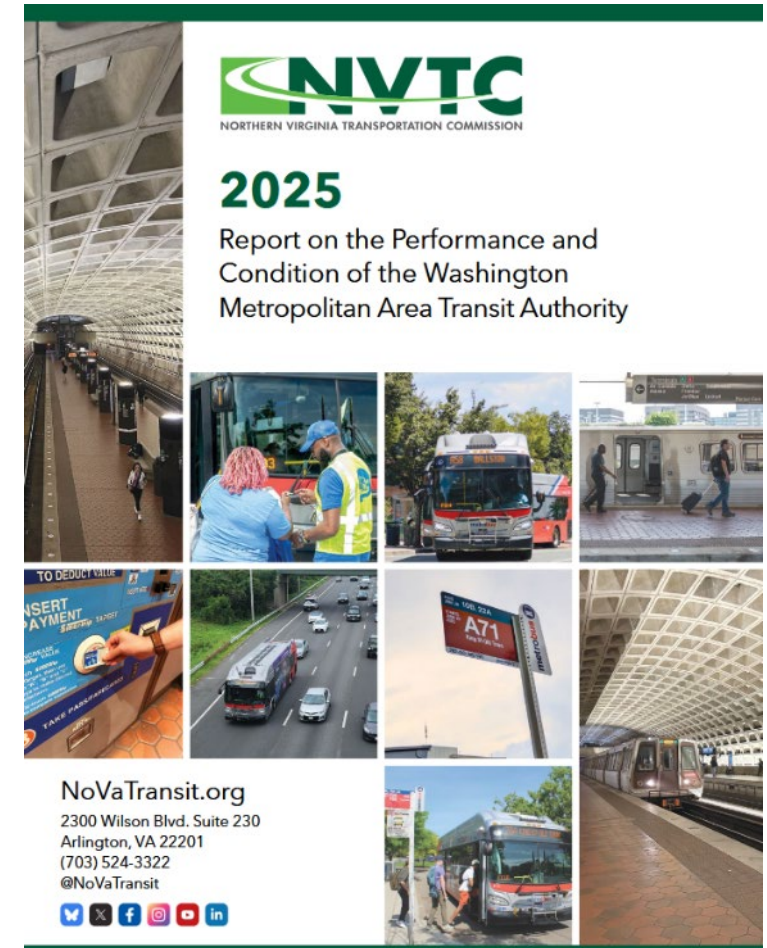


- NVTC is required each year to produce a report addressing ([§33.2-3403](#)):
 - Potential strategies to reduce the growth in costs and to improve the efficiency of WMATA operations
 - Use of the dedicated capital funds
 - Safety, reliability, ridership and financial performance data
- Developed through WMATA Committee
- Due to Governor and General Assembly by December 15

NVTC's 2026 Report on WMATA

2025 Report Recap

- Supported a long-term funding solution for WMATA
- Highlighted recent WMATA success
- Documented DMVMoves & SJ 28 processes
- Reaffirmed NVTC funding principles
- Included opportunities for WMATA to control cost growth and increase revenues



[Read the 2025 Report](#)

NVTC's 2026 Report on WMATA

Advancing NVTC Priorities



Labor costs and overtime*

- *Issue:* WMATA has significant, long-term pension and other post employment benefits (OPEB) liability obligations and much higher overtime costs than its peers.
- *Objective:* Enable and urge WMATA management to make strong cases in CBA negotiations and implement internal reforms to reduce use of overtime.

Operating reserve fund

- *Issue:* Unlike other large organizations, WMATA does not have an operating reserve fund.
- *Objective:* Establish a reserve fund so that WMATA can respond to unforeseen fiscal pressures without seeking additional funding from jurisdictions.

* Detailed presentation to WMATA Committee in June

NVTC's 2026 Report on WMATA

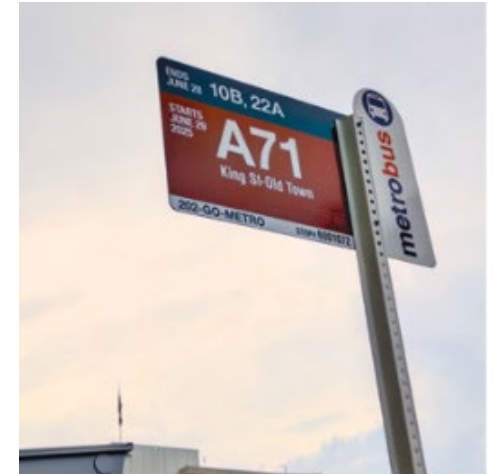
Advancing NVTC Priorities

WMATA reporting requirements

- *Issue:* WMATA is subject to over 65 reporting requirements under various timelines which causes significant administrative burden.
- *Objective:* Streamline or simplify WMATA's reporting requirements under legislation, regulations, and agreements.

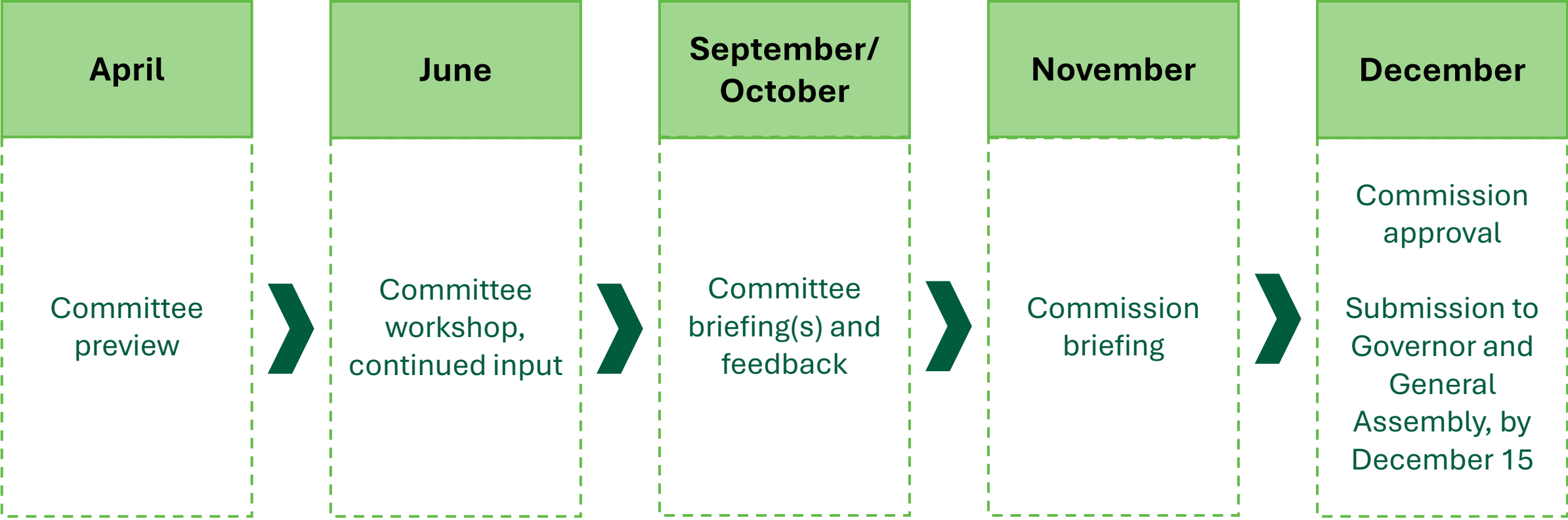
Coordinated, jurisdictional subsidy audit

- *Issue:* Audits directed by individual funding jurisdictions have historically been intermittent and lacked coordination among the other Compact funding jurisdictions; competing findings.
- *Objective:* Working with the WMATA Board, District of Columbia and Maryland, establish a coordinated jurisdictional audit through Board policy.



NVTC's 2026 Report on WMATA

Timeline and Next Steps





5. General Assembly Update



Key Transit Legislation Advancing

HB200 - Transit Ridership Incentive Program

- Streamlines TRIP by removing outdated administrative requirements, adjusting program scope and setting a Nov 1 reporting deadline. Also extends bus shelter enforcement authority and removes prior WMATA reform coordination requirements.

HB330 - WMATA Advertising

- Allows locally approved signage on WMATA-owned property near highways, subject to federal requirements. Supports additional non-fare revenue opportunities.

HB547 / SB731 - Contracted Transit Workforce Standards

- Establishes requirements for private transit contractors to provide compensation and benefits comparable to public employees and includes provisions for workforce transition.
- Directs DRPT to convene workgroup on implementation. *Governor has amended to delay implementation until July 2027 and require re-enactment by 2027 GA.*

HB564 / SB583 - WMATA Clear Lanes/Bus Obstruction Enforcement

- Authorizes transit agencies to use camera systems to enforce parking, stopping and standing violations in bus lanes and stops. Sought by WMATA, intended to improve bus reliability and travel times.



Studies and Reports Required of DRPT



WMATA Cost Efficiency Review*

- Assess cost savings and cost efficiency efforts
- Report due **Oct 15, 2026**

Northern Virginia Regional Bus Consolidation Feasibility*

- Evaluate merging DASH, Connector, ART and CUE into a unified regional bus system
- Focus on cost savings, operational efficiencies, governance challenges and public input
- Report due **Nov 1, 2026**

Northern Virginia Parking Study*

- Evaluate revenue options and estimates for a parking services tax in the Northern Virginia Transportation District
- Led by Secretary of Transportation's office + OIPI (w/ Taxation), due **Nov 15, 2026**

Private Transit Workforce Implementation (HB547/SB731)

- DRPT Director to convene a workgroup on wages, benefits and equivalency standards
- Multi-jurisdictional implementation considerations
- Report due **Dec 1, 2026**

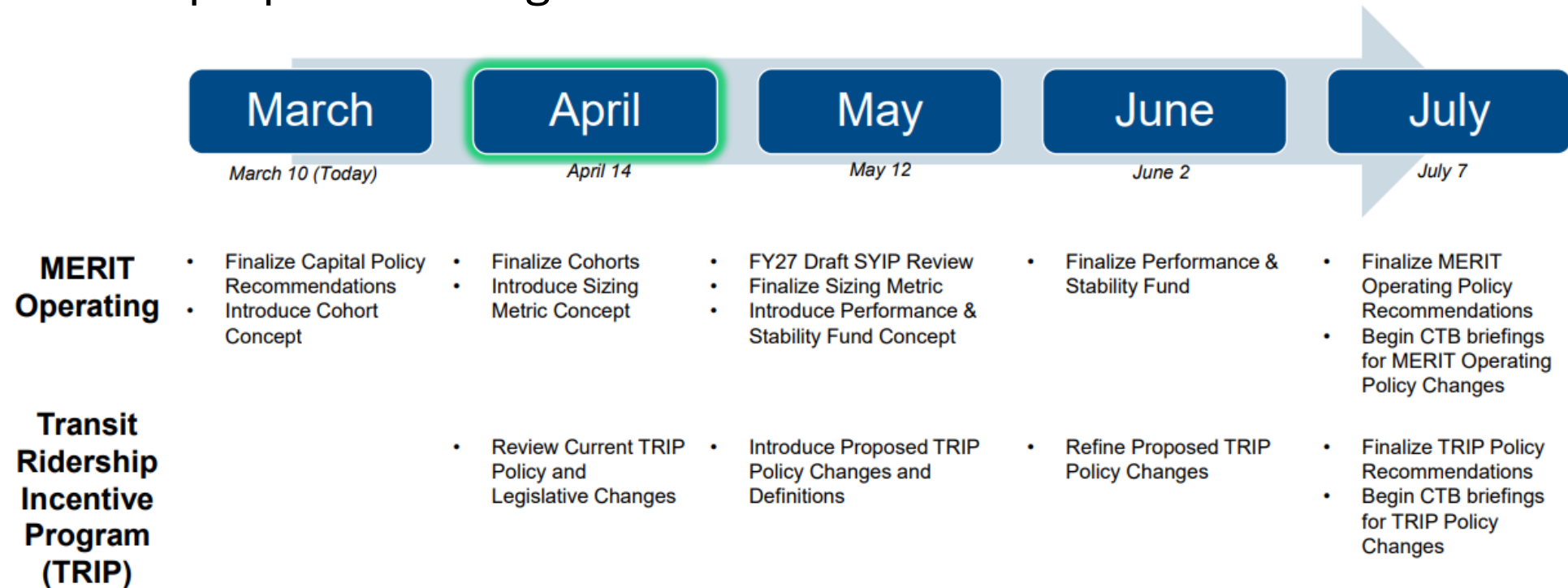
Statewide Transit-Oriented Development Study*

- Identify funding opportunities and barriers to housing production/economic development
- Joint effort with DHCD
- Report due **Dec 15, 2026**

* Studies proposed as budget amendments are contingent on inclusion in the final state budget.

Transit Service Delivery Advisory Committee (TSDAC)

- DRPT is working through TSDAC to identify recommendations on two policy issues: MERIT Operating Program and Transit Ridership Incentive Program.
- NVTC is convening regional discussions to coordinate feedback and questions about these proposed changes.



Source: DRPT, Apr. 2026



Federal Update

Questions

