Combined Handouts/Presentations for November 19, 2026 Joint NVTC WMATA Committee/Legislative and Policy Committee Meeting

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

NVTC Joint WMATA and Legislative & Policy Committee Meeting

Meeting materials available at novatransit.org

November 19, 2026

Meeting Agenda

1. Welcome and Opening Remarks
2. October 15, 2026 Meeting Summary
3. 2026 Report on the Performance and Condition of WMATA
4. Department of Rail and Public Transportation Presentations
   A. Private-Public Transit Labor Study
   B. Northern Virginia Regional Bus Consolidation Feasibility Study
5. 2027 NVTC Legislative and Policy Agenda and General Assembly Strategy
6. Other Items

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3. 2026 Report on the Performance and Condition of WMATA Update

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4. DRPT Presentations

A. Private-Public Transit Labor Study

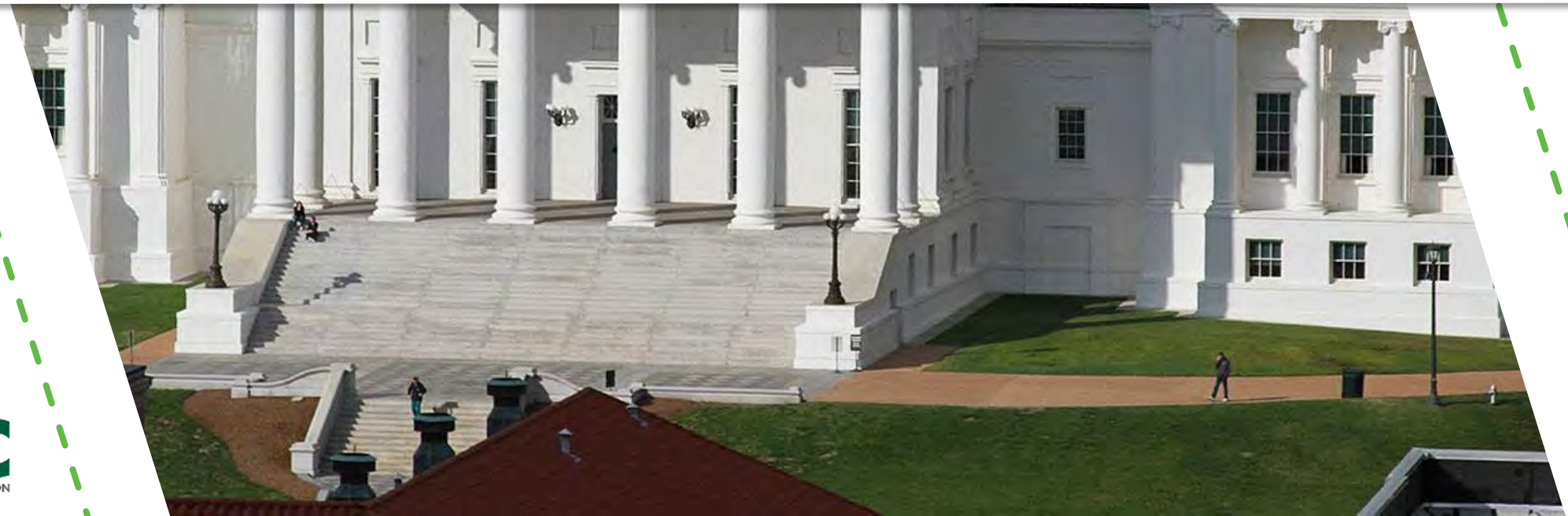
B. Northern Virginia Regional Bus Consolidation Feasibility Study



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5. 2027 NVTC Legislative and Policy Agenda



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NVTC 2027 Legislative and Policy Agenda – Drafting Process

10/15: Legislative and Policy Committee	Review and discuss draft 2027 NVTC Legislative and Policy Agenda
11/5: Commission	Present and discuss the draft 2027 NVTC Legislative and Policy Agenda
★ **11/19: Legislative and Policy Committee**	Final committee review of 2027 Legislative and Policy Agenda
12/3: Commission	Approve the 2027 NVTC Legislative and Policy Agenda
12/14: Legislative Forum	Publicize key legislative priorities for 2027

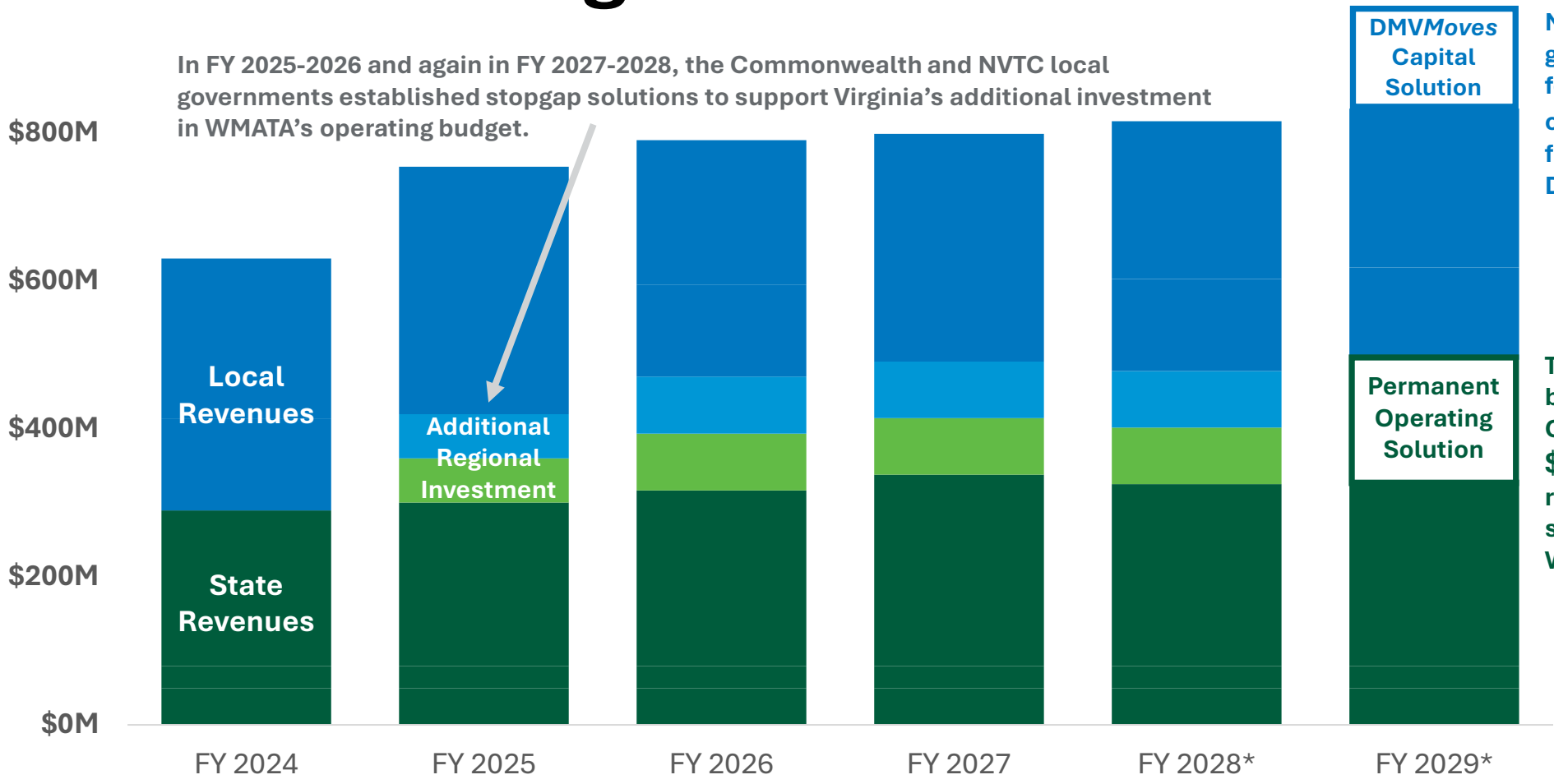
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Appendix



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Virginia Must Identify Revenues to Support WMATA Funding Commitments in FY 2029



Virginia Revenues Supporting WMATA's Operating and Capital Budgets, FY 2024 – FY 2029

Northern Virginia local governments are now responsible for meeting their respective shares of **$136 million** in new capital funding as recommended by DMV*Moves*.

To maintain the partnership between region and state, the Commonwealth should identify **$153 million** in net new revenues to permanently support Virginia's obligations in WMATA's operating budget.

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Source: Virginia Biennial Budgets, WMATA Operating Budgets

* Estimates as of September 2026

Virginia Must Identify Revenues to Support WMATA Funding Commitments in FY 2029

Permanent Operating Solution

Jurisdiction	FY 2027 Operating Subsidy ($M)	Intra-Virginia Share	**Potential Share of $153M in FY 2029 ($M)**
City of Alexandria	$69.5	13.9%	**$21.3**
Arlington County	$133.9	26.8%	**$41.0**
City of Fairfax	$4.0	0.8%	**$1.2**
Fairfax County	$245.8	49.2%	**$75.3**
City of Falls Church	$4.1	0.8%	**$1.3**
Loudoun County	$42.4	8.5%	**$13.0**

In FY 2029, **no revenue source has yet been identified to continue Virginia's additional investment in WMATA** after two consecutive two-year, temporary solutions split 50/50 between the state and local governments.

DMV*Moves* Capital Solution

Jurisdiction	FY 2027 Capital Subsidy ($M)	Intra-Virginia Share	**Potential Share of $136M in FY 2029 ($M)**
City of Alexandria	$14.2	15.1%	**$20.5**
Arlington County	$26.8	28.3%	**$38.5**
City of Fairfax	$0.8	0.8%	**$1.2**
Fairfax County	$43.7	46.3%	**$62.9**
City of Falls Church	$1.0	1.1%	**$1.5**
Loudoun County	$8.0	8.4%	**$11.5**

Per Virginia's FY 2026-2028 Biennium Budget, **Northern Virginia local governments must contribute $136M in capital funding to WMATA beginning in FY 2029**, growing at 3%/year thereafter.

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Source: WMATA Operating Budgets, Virginia FY 2026-2028 Biennium Budget

Without State Support, Virginia Local Governments Could Face up to 50% Higher Metro Bills in FY 2029

Jurisdiction	FY 2027 Operating Subsidy ($M)	FY 2027 Capital Subsidy ($M)	FY 2027 Total Subsidy ($M)	FY 2029 Total Subsidy ($) (with 3% Annual Growth)	FY 2029 Subsidy ($M) (with 3% Annual Growth) + New $153M Operating and $136M Capital	Difference
City of Alexandria	$69.5	$14.2	$83.7	$88.8	$130.6	**+47.0%**
Arlington County	$133.9	$26.8	$160.7	$170.5	$250.0	**+46.7%**
City of Fairfax	$4.0	$0.8	$4.8	$5.1	$7.5	**+46.7%**
Fairfax County	$245.8	$43.7	$289.6	$307.2	$444.4	**+45.0%**
City of Falls Church	$4.1	$1.0	$5.2	$5.5	$8.3	**+50.2%**
Loudoun County	$42.4	$8.0	$50.4	$53.4	$77.9	**+45.8%**

Relative to estimated FY 2029 operating and capital subsidy obligations*, **Virginia jurisdictions could face between 45-50% higher WMATA bills** in order to meet their respective commitments of a permanent operating solution and DMV*Moves* capital solution.

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Source: WMATA Operating Budgets, Virginia FY 2026-2028 Biennium Budget

* Estimates based on 3% annual growth from FY 2027 to FY 2029, and local governments supporting all of the operating and capital commitments identified on the prior slide.

Meeting WMATA Funding Commitments in FY 2029

- Without additional revenues or fiscal tools, jurisdictions would be left with few options other than raising the property tax.

Jurisdiction	Share of $153M in FY 2029 ($M)	Amount Generated per $0.01 Increase to Property Tax	Cents Added to Property Tax to Meet Share of Operating Need
City of Alexandria	$21.3	$5.09	**4.2**
Arlington County	$41.0	$9.19	**4.5**
City of Fairfax	$1.2	$0.91	**1.3**
Fairfax County	$75.3	$34.39	**2.2**
City of Falls Church	$1.3	$0.69	**1.8**
Loudoun County	$13.0	$18.89	**0.7**

Jurisdiction	Share of $136M in FY 2029 ($M)	Amount Generated per $0.01 Increase to Property Tax	Cents Added to Property Tax to Meet Share of Capital Commitment
City of Alexandria	$20.5	$5.09	**4.0**
Arlington County	$38.5	$9.19	**4.2**
City of Fairfax	$1.2	$0.91	**1.3**
Fairfax County	$62.9	$34.39	**1.8**
City of Falls Church	$1.5	$0.69	**2.2**
Loudoun County	$11.5	$18.89	**0.6**

To meet these funding obligations entirely through increases in local real estate taxes, **homeowners across the NVTC District would see an average estimated increase of 1.6% to 8.2% in their annual property tax bills** beginning in FY 2029.

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Source: City and county budget books, Northern Virginia Association of Realtors

Meeting DMV*Moves* Capital Funding Contribution Requirements in FY 2029

- NVTC WMATA Committee members asked whether jurisdictions can use local bond proceeds to meet their FY 2029 DMV*Moves* capital funding obligations as required in Virginia Code § 33.2-3404.
  - § 33.2-3404(D) requires localities to pay both the $27.12M local share of WMATA Capital Fund (B) and DMVMoves $136M (C) from revenues available pursuant to § 58.1-605.1 (local option sales tax), subsection B of § 33.2-2510 (NVTA 30% funding), or other revenues available from taxes levied by such jurisdiction.
- Advisable for jurisdictions to work with their respective lobbyists.
- The structure and reliability of capital funding commitments from Compact jurisdictions significantly influence how credit rating agencies assess WMATA's long-term financial stability and credit worthiness.
  - Fitch, S&P Global

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Transit Public-Private Labor Study

HB 547 / SB 731 Work Group and Implementation Study

Evan Price, Data and Policy Specialist

November 19, 2026

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HB 547 / SB 731

Passed by the 2026 General Assembly with re-enactment clause

- **Requires that cities or counties that contract with a private company to provide public transportation include in its contracts that the company:**
  - Provide its employees equivalent hourly compensation to that of an equivalent public employee based on qualifications, years of service, as determined by the city or county's wage progression model;
  - Provide its employees, at a minimum, actuarially equivalent benefits, including health and retirement benefits, to that of an equivalent public employee based on qualifications and years of service;
  - Provide transportation services through its own employees;
  - Ensure its employees are offered employment if a different company becomes the transit operator without a lapse in pay and benefits;

HB 547 / SB 731

- Exempts the Potomac and Rappahannock Transportation Commission, Virginia Railway Express, paratransit, demand response transit, and ferry services from these requirements
- Does not affect agreed-to collective bargaining agreements that provide wages and benefits lower than an equivalent public employee's actuarially equivalent wages and benefits
- Only affects agreements made after July 1, 2027, pending re-enactment
- **Creates a work group to be convened by DRPT to include public transit systems, local governments, transit system employees, and other relevant stakeholders, to develop recommendations on how to implement the act, and answer six questions in the legislation**

Six Work Group Specific Questions

- (i) how to calculate the equivalent qualifications of an employee of the county or city holding a position requiring equivalent qualifications based on such employee's years of service

- (ii) how to calculate county or city wage progression for transit employees at a private company providing a system of public transportation

- (iii) how to appropriately calculate what compensation at an hourly rate equivalent to the hourly rate paid to an employee of a county or city with a position requiring equivalent qualifications and years of service would be for a transportation commission made up of multiple localities

Six Work Group Specific Questions (Continued)

- (iv) how to appropriately calculate benefits, including health and retirement benefits, that are, at a minimum, actuarially equivalent to the benefits provided to an employee of a county or city with a position requiring equivalent qualifications and years of service

- (v) the feasibility of and timeline for implementing the requirements described in clauses (i) through (iv)

- (vi) how to implement the requirements of § 15.2-947 of the Code of Virginia, as amended by this act, for a transportation commission made up of multiple localities

Work Group Attendees

- **Transit Agencies**
  - Alexandria/DASH
  - Arlington County/ART
  - Bay Transit
  - BRITE Transit
  - Danville Transit
  - Fairfax City/CUE
  - Fairfax County/Fairfax Connector
  - Jaunt
  - Loudoun County/Loudoun County Transit
  - Lynchburg/GLTC Petersburg/Petersburg Area Transit
  - Radford/Radford Transit
  - Richmond/GRTC
  - Roanoke/GRTC (ValleyMetro)
  - Suffolk/Suffolk Transit
  - Virginia Regional Transit
  - Winchester/WinTran
- **Transit System Employees**
  - Amalgamated Transit Union Local 689 (D.C. Region)
  - Amalgamated Transit Union Local 1177 (Hampton Roads)
  - Amalgamated Transit Union Local 1220 (Richmond)
- **Transportation District Commissions**
  - Northern Virginia Transportation Commission
  - Potomac and Rappahannock Transportation Commission (OmniRide)
  - Transportation District Commission of Hampton Roads (Hampton Roads Transit)
- **Advocacy Organizations**
  - Virginia Transit Association
  - Virginia Association of Counties
  - Virginia Municipal League
- **State entities**
  - Virginia Retirement System
  - Department of Labor and Industry
  - Office of the Attorney General
  - Department of Rail and Public Transportation
- **Private providers of public transportation:**
  - Keolis
  - TransDev

Work Group Agendas

Date	July 27, 2026	August 24, 2026	September 28, 2026	November 2, 2026
Objectives	Understand overall study scope, its mandate, programming, and provides inputs on statutory questions	Provide input into factors that affect analyses and makes recommendations around how to handle	Discuss emerging themes, preliminary findings, and implementation planning	Brief on findings and draft recommendations
Inputs for Study	Considerations on statutory requirements	Factors that affect analyses and recommended actions	Feedback on emerging themes, findings, and implementation	Feedback on draft recommendations

Work Group Study Process

- DRPT requested wage and benefits data from Work Group transit agencies and local governments
- DRPT and consultant team utilized these data to develop a framework for wage equivalency, wage progression, and benefits equivalency
- Work Group provided feedback, recommendations, and considerations throughout the process
  - Identified areas where specific guidance and clarification in the legislation are needed
  - Provided recommendations on the scope and considerations for implementation
  - Provided consideration on roles and responsibilities for implementation and compliance with the legislation

Concerns Identified by Workgroup

Defining Language	Clarifying Interpretation	Analysis Parameters	Actions	Transportation District Commissions
No set term, population, standard, or threshold is explicitly defined in the legislation.	*Lack of clarity on how a provision is intended to be understood or applied.*	*Narrow parameters or processes related to data, analysis, or equivalency are not defined in the legislation.*	*No concrete implementation, preparation, coordination, support, or policy step.*	*Lack of clarity on how the legislation applies to transportation district commissions.*

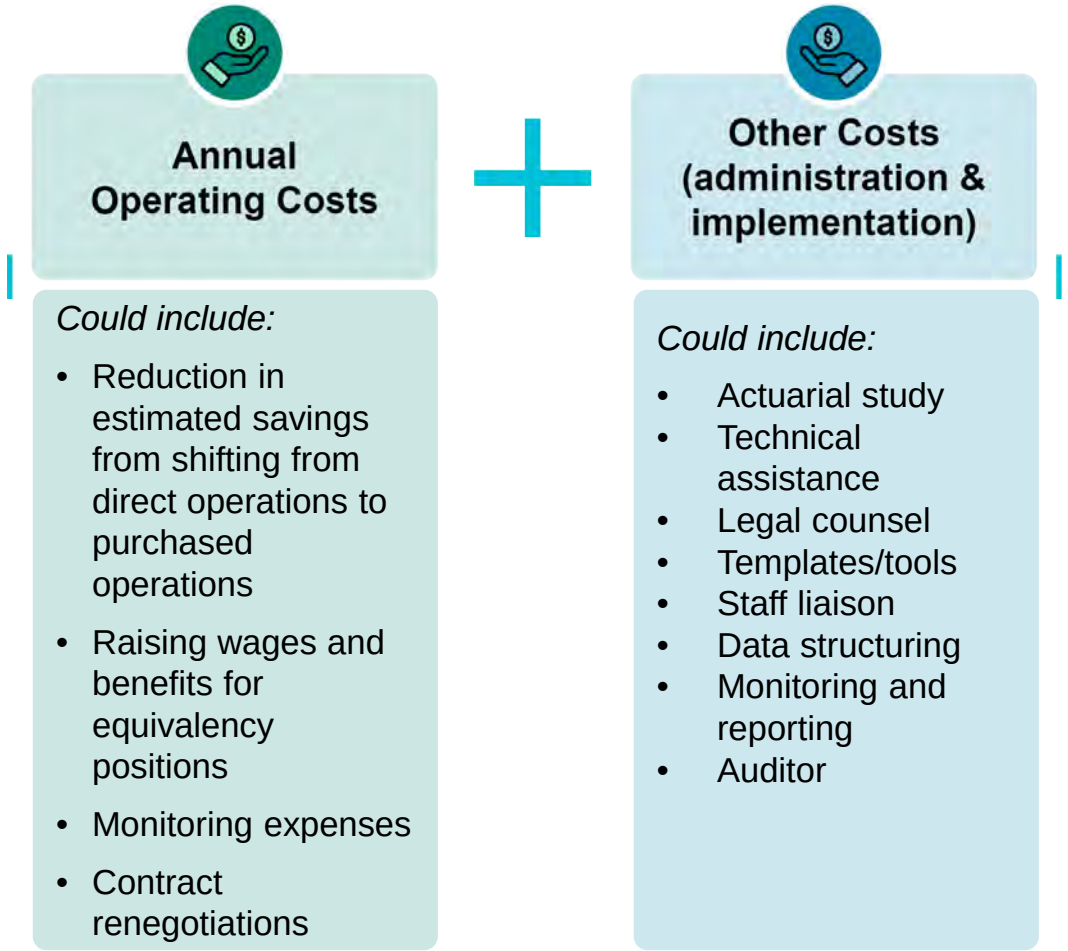
Transition and Implementation Timeline

If the Legislation is re-enacted

Transition and Implementation	
Formation	Determine which agencies and contractors are impacted by the legislation and provides clear instructions to agencies for implementation
Coordination	Convene implementation groups with stakeholders such as contractors, other jurisdictions, unions, commissions, and decision-making authorities
Evaluation	Collect and evaluate data related to wages, progression, and benefits, requires actuarial analysis
Contracting	Negotiate and sign updated contracts
Initial Compliance	Collect wage and progression data from localities, ensuring legal compliance with legislation

Legislation's Financial Impact

- **Statewide Costs**
  - Estimated increase of $20M - $45M annually
- **Costs for each agency will vary**
  - Estimated **3-9% increase** of total operating expenses
  - Agency capacity and skills will impact other costs
- **Caveats**
  - Assumes every agency must negotiate a contract to switch or maintain purchased transportation services
  - Estimated from National Transit Database data (not actual agency costs) and industry research



Conclusions

- **No Single Statewide Path Forward for Implementation**
  - Varying local conditions
  - Varying public transportation ownership and governance models
    - Local governments may need to develop individualized implementation plans and negotiate collective bargaining agreements if applicable, with support from an actuary
- **Legislation Leaves Key Terms Undefined**
  - Certain terms and requirements open to interpretation
  - No consensus amongst workgroup for exact definitions
    - Recommends definition of key terms and setting of parameters in legislation to better identify an implementation strategy
- **Indeterminate Scope Employees Possibly Impacted**
  - Work group recommends that only incorporate employees directly involved in public transportation operations and not infrequent roles, ie: bus drivers and mechanic staff, not transit agency general managers
- **Unknown Fiscal Impact**
  - Due to data limitations, individual transit agency impacts are vague
  - Statewide, impacts on transit wages are low and less likely to have a major fiscal impact
  - Impacts on benefits are larger and more likely to have a significant fiscal impact

Questions?

Contact Evan Price at:

evan.price@drpt.virginia.gov

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Work Group Comment Information:

Please provide comment by November 23rd

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Northern Virginia Transit Consolidation Feasibility Study

NVTC Joint WMATA Committee / Legislative and Policy Committee Meeting

November 19, 2026

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Legislative Direction

"The Department of Rail and Public Transportation shall evaluate the feasibility of consolidating DASH Alexandria Transit, Fairfax Connector, ART Arlington Transit, and CUE Fairfax City into a single, unified regional bus system.

As part of this evaluation, the Department shall prepare and submit a comprehensive report assessing:

- *(i) potential cost savings and long-term financial impacts;*
- *(ii) operational efficiencies and service improvements;*
- *(iii) rider and community input, including public feedback and consumer sentiment;*
- *(iv) potential challenges, implementation considerations, and legal or governance implications associated with consolidation; and*
- *(v) a review of comparable consolidation efforts in other states or metropolitan regions.*

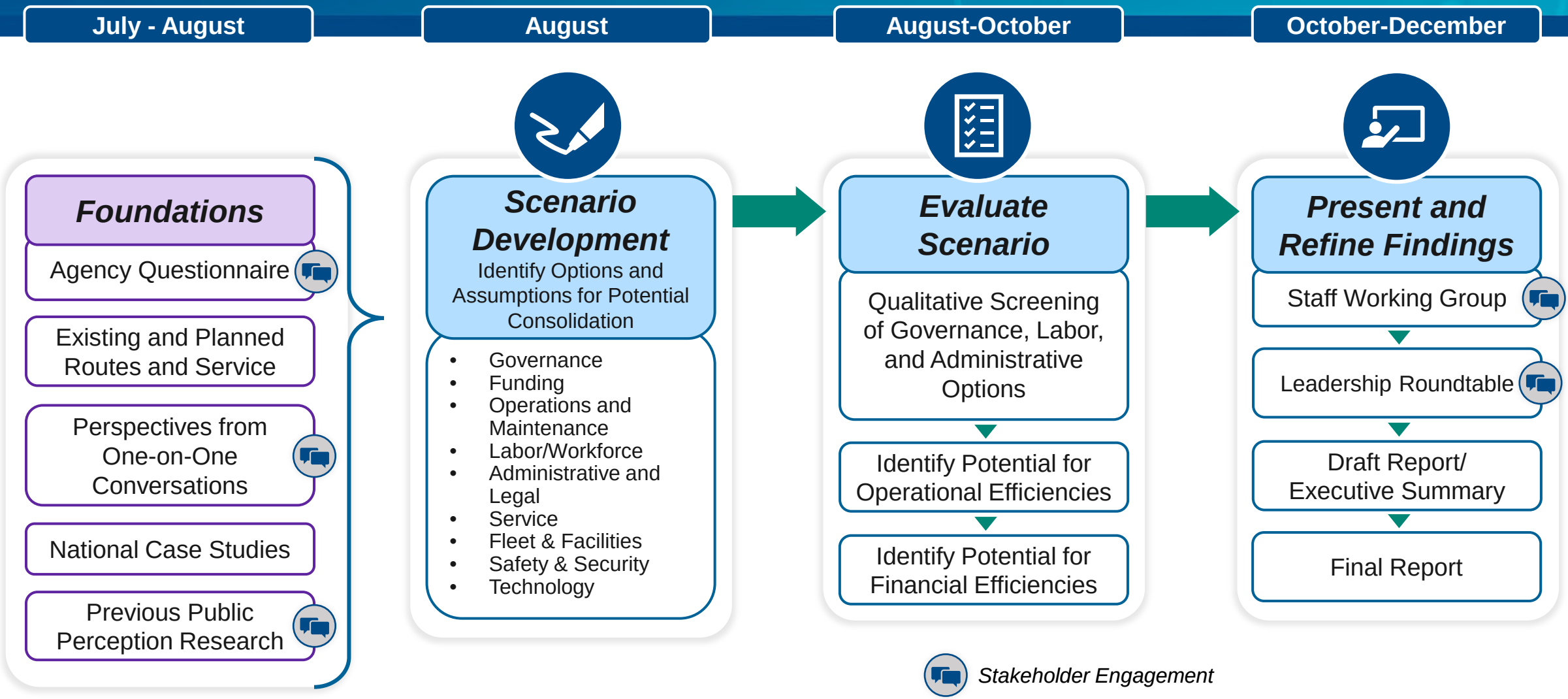
The Department shall submit a report to the Chairs of the Senate and House Transportation Committees by December 15, 2026."



The study is intended to inform decision-making, not make a recommendation for, or against, consolidation

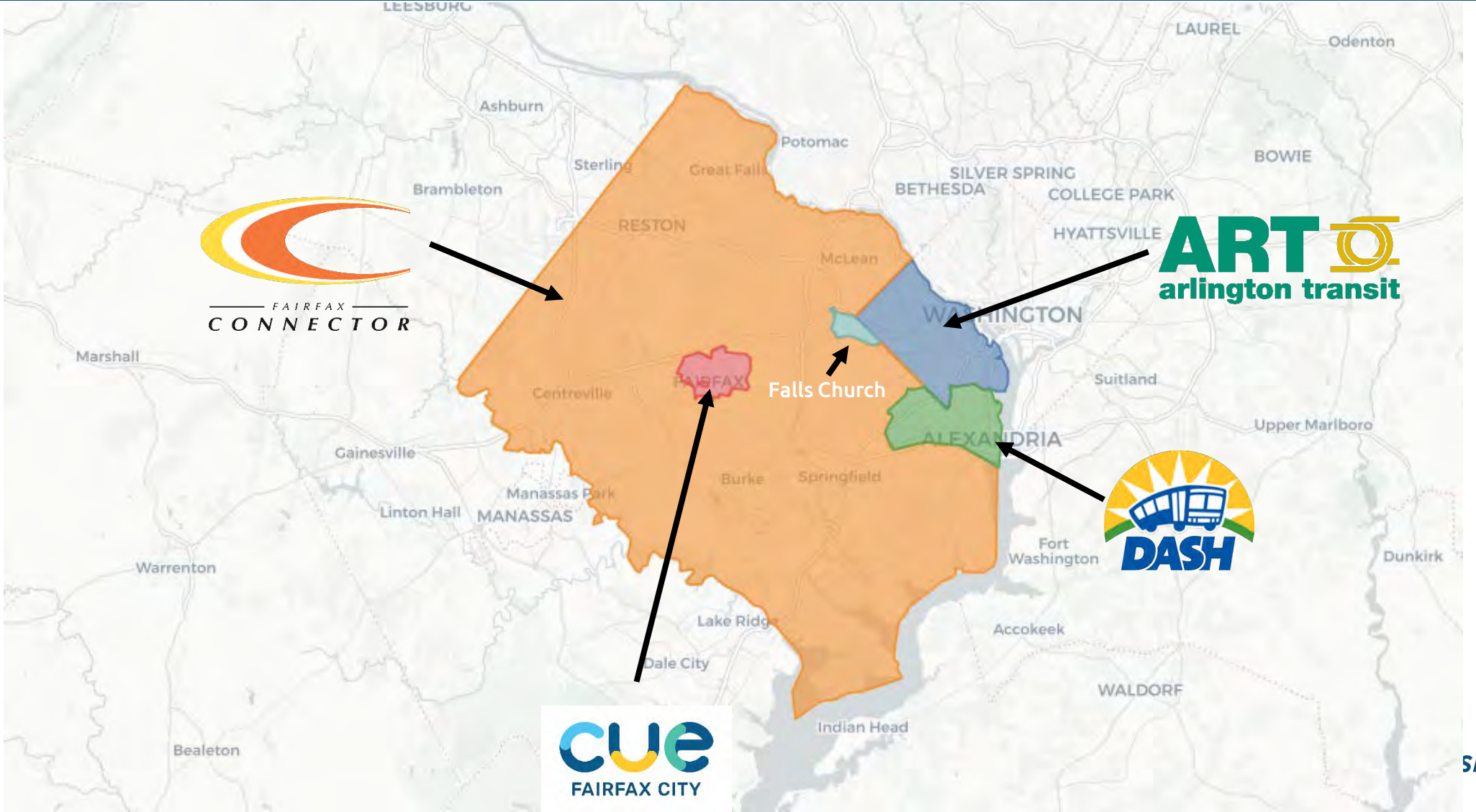
Source: Virginia State Budget HB 30 – Approved 6/29/2026; Item 433.H

Process

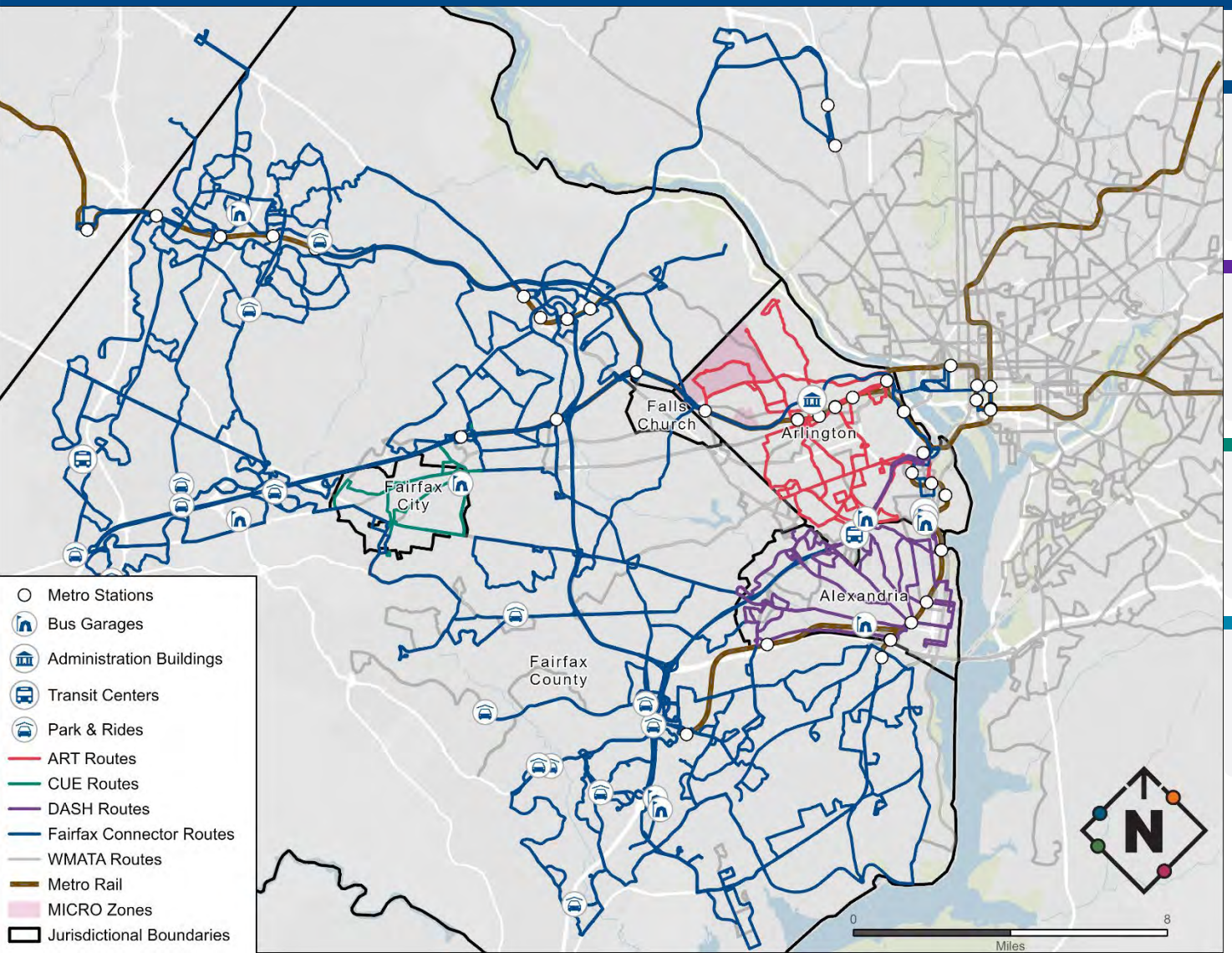

July - August
August
August-October
October-December
Foundations
Agency Questionnaire
Existing and Planned Routes and Service
Perspectives from One-on-One Conversations
National Case Studies
Previous Public Perception Research
Scenario Development
Identify Options and Assumptions for Potential Consolidation
Governance
Funding
Operations and Maintenance
Labor/Workforce
Administrative and Legal
Service
Fleet & Facilities
Safety & Security
Technology
Evaluate Scenario
Qualitative Screening of Governance, Labor, and Administrative Options
Identify Potential for Operational Efficiencies
Identify Potential for Financial Efficiencies
Present and Refine Findings
Staff Working Group
Leadership Roundtable
Draft Report/ Executive Summary
Final Report
Stakeholder Engagement

Existing Conditions

Study Transit Agencies



Service Overview – Four NOVA Agencies & WMATA



112
fixed routes

19.2M
annual ridership

17.5M
annual revenue miles

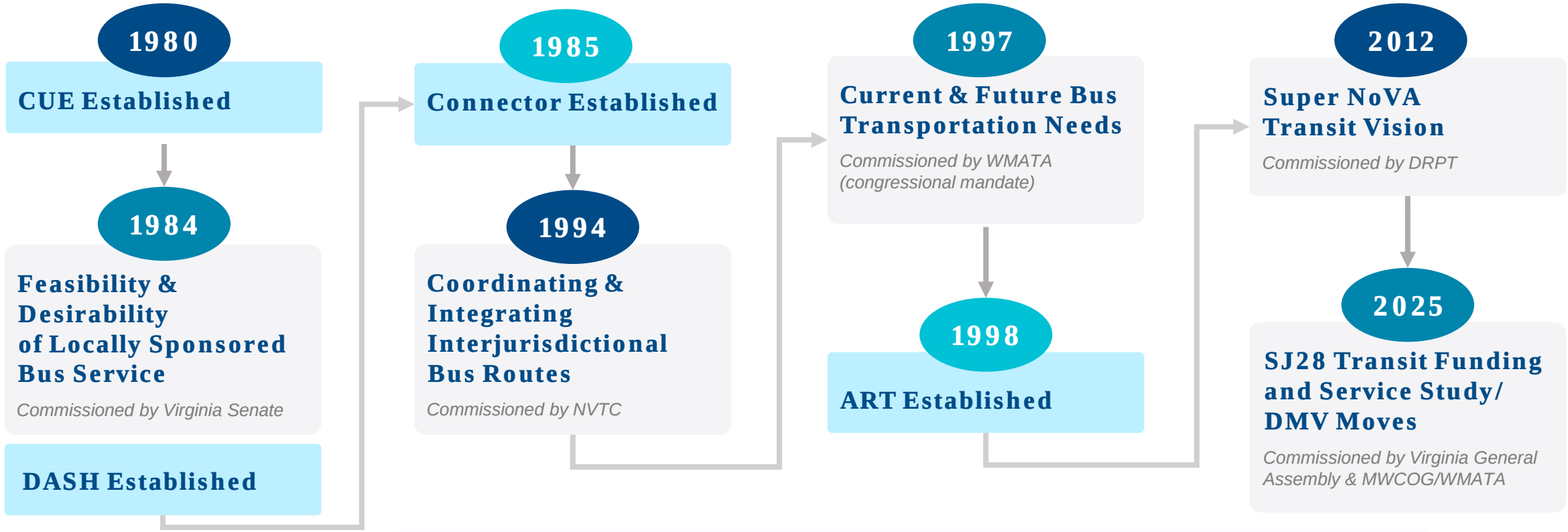
1.46M
annual revenue hours

Service Types Provided

- Fixed Route Bus
- Express/ Commuter Bus
- Rail
- Microtransit
- Paratransit
- Human Service Transportation

Data timeframe: June 2025 to June 2026

Coordination of Transit in Northern Virginia is not a new topic



Key Takeaway: All studies urged greater coordination through regional coordination bodies; Local control and responsiveness has been the strongest consistent theme

While agencies have some elements in common, some key differences make potential consolidation complex

Fare Policy

Zero Fare

DASH, CUE FAIRFAX CITY

Fares & Discount Programs

ART arlington transit, FAIRFAX CONNECTOR

Organizational Structure

Within Local Government

ART arlington transit, CUE FAIRFAX CITY, FAIRFAX CONNECTOR

Separate Entity

DASH

Operations

Use Third-Party Contractor

ART arlington transit, FAIRFAX CONNECTOR

Directly Employed

CUE FAIRFAX CITY, DASH

Jurisdictions pride themselves on being responsive to local needs; Results are supported by high satisfaction rates

How riders feel

75-95%

of riders satisfied with agency services

Source: local transit agency customer satisfaction surveys

What riders want

Across agency surveys and respondent groups (riders and non-riders) desired improvements included:



Efficient service

"Is it fast and frequent?"



Reliable service

"Can I rely on it?"



Accessible service

"Is it close to where I am and where I need to be?"

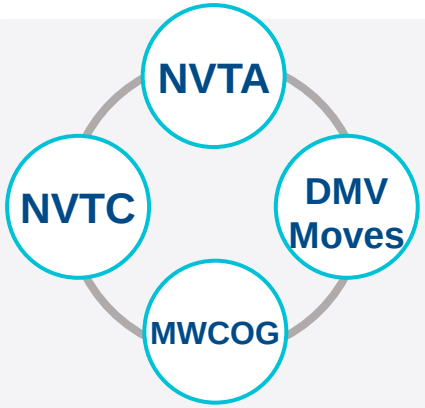
Interagency coordination, statewide, and regional support exists in many formats today



Service



Facilities and Fleet



Coordination Committees

Rider Information



Workforce Development

Study Findings

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Examining consolidation discussions around the Country can inform Northern Virginia

Selected Case Studies



- **Studied and didn't pursue**
- **Increased regional coordination**
- **Implemented consolidation**

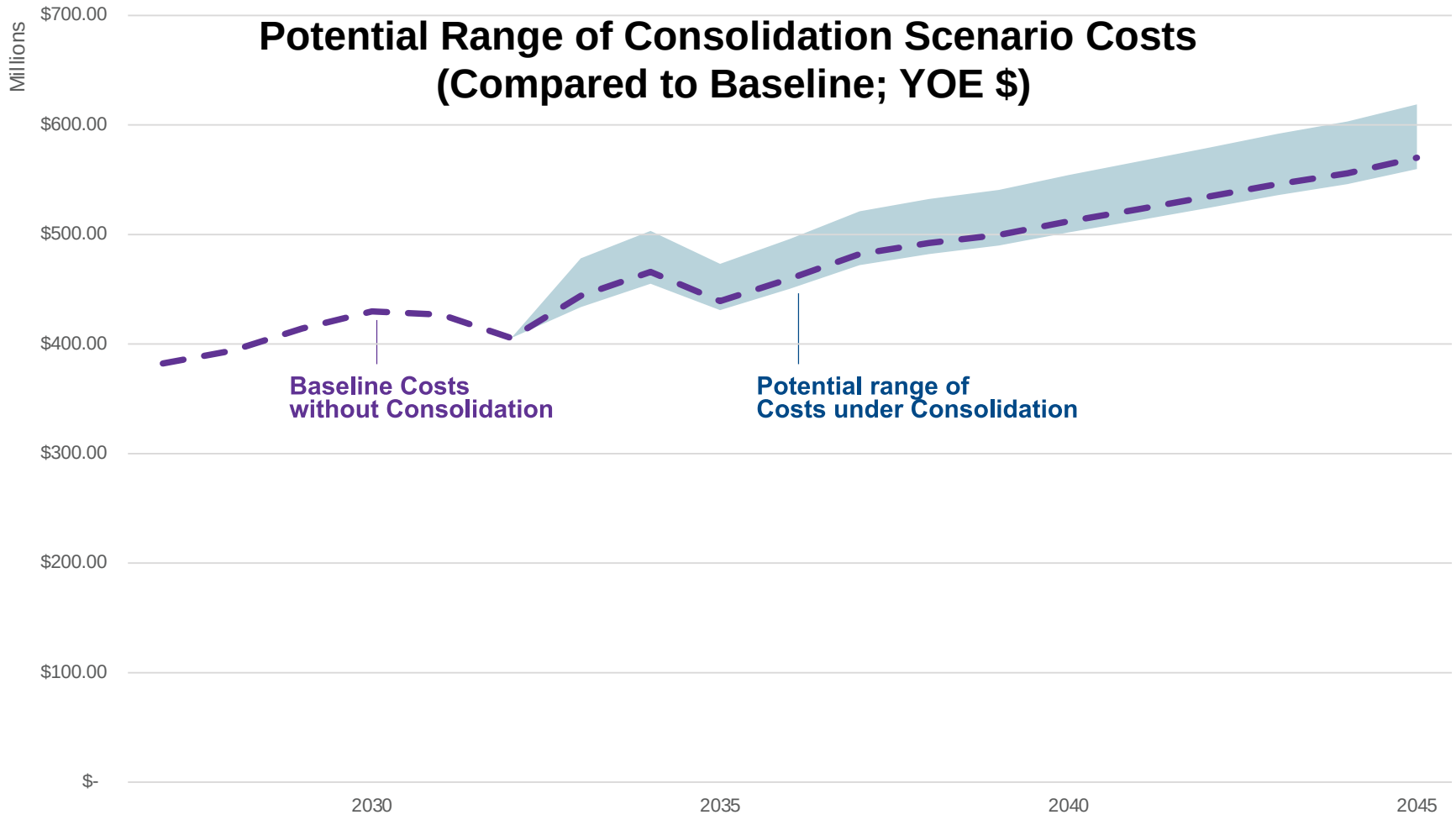
Key Takeaways:

- Consolidation requires a high level of trust among all parties
- Political will is needed for consolidation advancement
- Most consolidation occurs with one larger entity incorporating another smaller one
- Increased coordination can create rider-facing benefits while retaining back-end structures

Cross-jurisdictional connections are largely served today; efficiencies are limited without full system redesign

- Analyzed possible one-seat rides across jurisdictional boundaries
  - Express bus service provided to key destinations
  - Connections primarily served by Metro Bus, Metro Rail, or transfers between systems
- May be able to save some “deadhead” resources by agencies sharing bus garages
  - Would require extensive upgrades to accommodate differing vehicle propulsion methods
- Network redesign and potential incorporation of Metro Bus routes could identify additional changes
  - Would require additional analysis (1-2 year effort)

Operating a consolidated service could be more or less expensive than the four agencies operating separately



Notes

- Baseline Scenario is four agencies operating independently and based on their financially constrained plans
- Assumes no changes to WMATA service
- One-time transition costs not shown

Transitioning is an extremely complex process that requires significant costs and organizational investment

People



Assets



Contracts/ Technology



Key Takeaway: Most of these activities would need to parallel existing transit operations

There are complex key drivers in consolidation, in terms of cost and timeline



Update legislation and regulatory framework



Labor negotiations



Technology integration/changeover



Federal reporting and analysis requirements



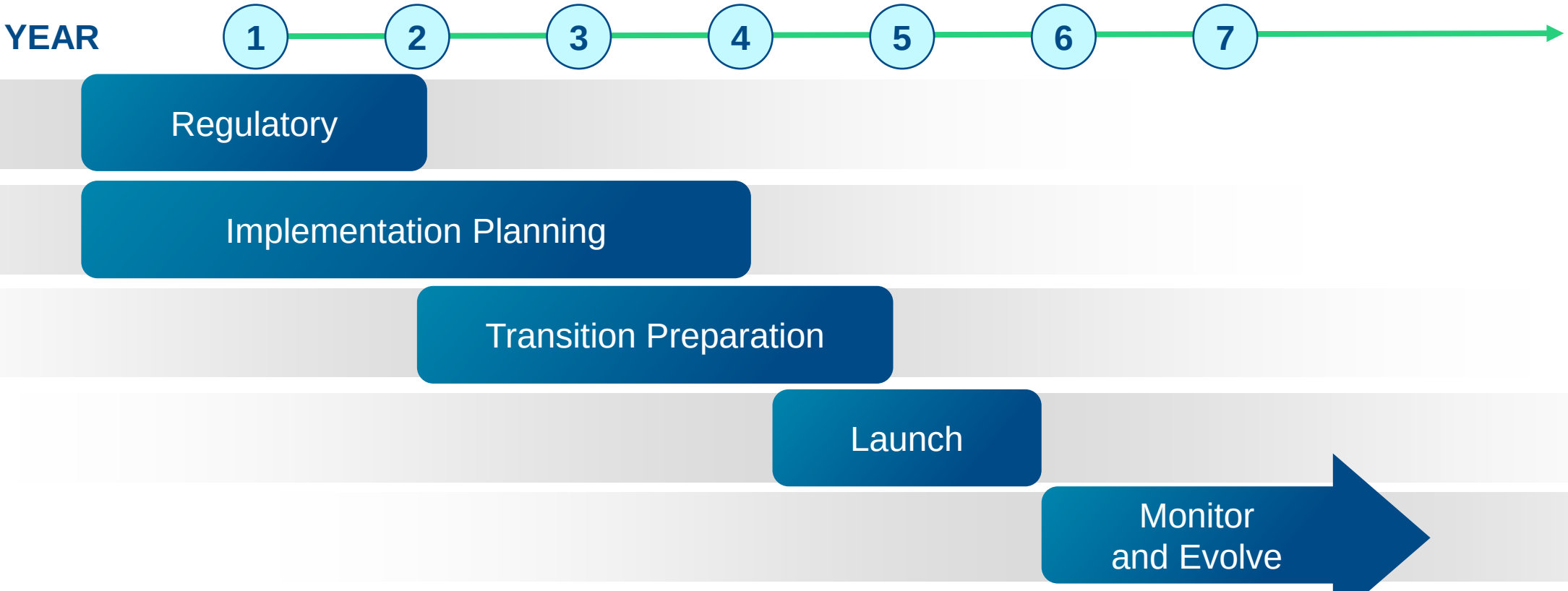
Staff onboarding and training



Maintain existing operation until changeover

“Day 1” of service for a new agency could be a minimum of four to six years from the time the decision is made to consolidate.

Potential Implementation Timeframe



If consolidation were not to occur, there is value in strengthening and accelerating existing coordination efforts

Service and Project Delivery



Joint Procurement



Workforce Development



Customer Experience



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VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

NVTC 2027 Legislative and Policy Agenda

State Priorities

Long-Term Sustainable Funding that Supports Northern Virginia's Transit Commitments

- Secure long-term sustainable transit funding that provides adequate growth to meet current and future operating and capital needs for WMATA, VRE and Northern Virginia's local bus providers consistent with NVTC's Guiding Principles for Future Transit Funding (*Resolution #2552)* and Principles in Response to DMV*Moves* Funding Concepts (*Resolution #2571*).
    - Protect and restore existing state, regional and local funding for public transit and proactively address the continuing decline in purchasing power of the regional gas tax.
    - Ensure that a sustainable transit funding solution is funded through net new revenues and does not reduce funding from or eligible uses of existing sources for transportation.
    - Support a continued partnership between the Commonwealth of Virginia and NVTC jurisdictions in funding WMATA, VRE and local bus providers.
    - Ensure that new funding for WMATA and VRE capital needs is bondable by those agencies.
- Build on Virginia's recent temporary investments in WMATA operating support by securing a permanent, sustainable funding source for the Commonwealth's share of WMATA operating commitments.
- Continue to work with the General Assembly to ensure that WMATA capital commitments established in state law can be successfully funded now and into the future by Northern Virginia jurisdictions.

Sound Financial Management and Good Governance

- Advocate for new funding for transit that leverages NVTC's existing financial management and governance structures and that provides additional funding to support NVTC programs that advance transit while protecting existing NVTC autonomy, programs and funding sources.
- Ensure that Commonwealth Transportation Board (CTB) policies related to public transit operations in Virginia closely track their legislative intent, incorporate consistent stakeholder engagement and do not negatively affect Northern Virginia's public transit providers.
- Strengthen Northern Virginia's transit systems' ability to effectively compete within the Commonwealth's SMART SCALE program.
- Ensure that recommendations arising from legislatively directed transit studies, reviews and evaluations reflect Northern Virginia's transit funding, governance and service needs while preserving local and regional accountability.
- Reduce duplicative in-person public meeting requirements as expanded virtual public meeting options provide increased access.

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Future Transit Innovation and Improvements

- Continue support for Commonwealth rail investment, the development and implementation of transit innovation, and policies that facilitate the timely planning, permitting and delivery of transit infrastructure and passenger improvements.
- Advance policies that prioritize bus movement and improve the bus rider experience on state-maintained roadways, including measures that support bus priority and reduce barriers to the development and implementation of bus rapid transit (BRT) and other transit improvements.

Federal Priorities

Surface Transportation Reauthorization that Supports Transit

- Support multiyear surface transportation reauthorization legislation that maximizes funding for public transit systems in Northern Virginia and across the country, preserves and builds upon transit funding programs authorized in the Infrastructure Investment and Jobs Act (IIJA) with growth rates equal to or greater than those provided for Federal-aid Highways, and is consistent with reauthorization principles supported by the American Public Transportation Association (APTA).
- Support efforts to identify funding that addresses the long-term solvency of the Highway Trust Fund (HTF) and ensure that any new revenues, at a minimum, follow the traditional 80-20 funding split between the Highway Account and the Mass Transit Account within the HTF.
- Oppose reductions in, or the diversion of, dedicated federal transit revenues and advance appropriations that support transit and passenger rail formula and discretionary programs.
- Continue support for federal investment in passenger rail that benefits Northern Virginia and the Commonwealth.

Grant Funding Programs that Enhance Transit's Future

- Advocate for enhanced funding for discretionary grant programs, including the Capital Investment Grants (CIG) program, that support transit capital investments at levels that meet the growing demand for investment in transit capital projects in Northern Virginia and across the country.
- Support the fair, transparent and timely administration of federal transit grant programs, including the prompt execution of grant agreements and obligation of funds for projects selected for federal assistance.

Policy and Regulations that Strengthen Transit

- Promote efforts to accelerate the timely and efficient construction of transit projects through the streamlining of statutory and regulatory requirements.
- Continue support for transit commuter tax benefits for both the private and public sectors.

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