Combined Handouts/Presentations for October 15, 2026 Joint NVTC WMATA Committee/Legislative and Policy Committee Meeting

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NVTC Joint WMATA and Legislative & Policy Committee Meeting

Meeting materials available at novatransit.org

October 15, 2026

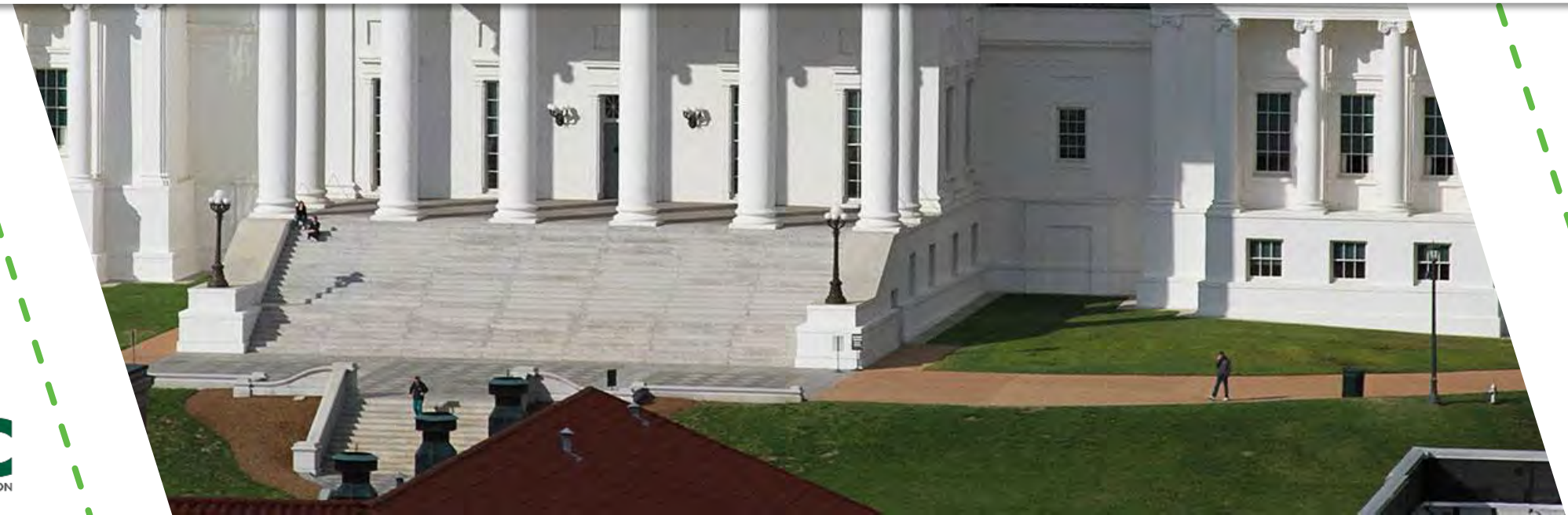
Meeting Agenda

1. Welcome and Opening Remarks
2. June 18, 2026 Meeting Summary
3. 2026 General Assembly Recap
4. 2026 Report on the Performance and Condition of WMATA Update
5. Draft 2027 NVTC Legislative and Policy Agenda
6. 2027 General Assembly Strategy
7. Other Items
   A. WMATA Board Member Update on FY 2028 Fare Concepts

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3. 2026 General Assembly Recap



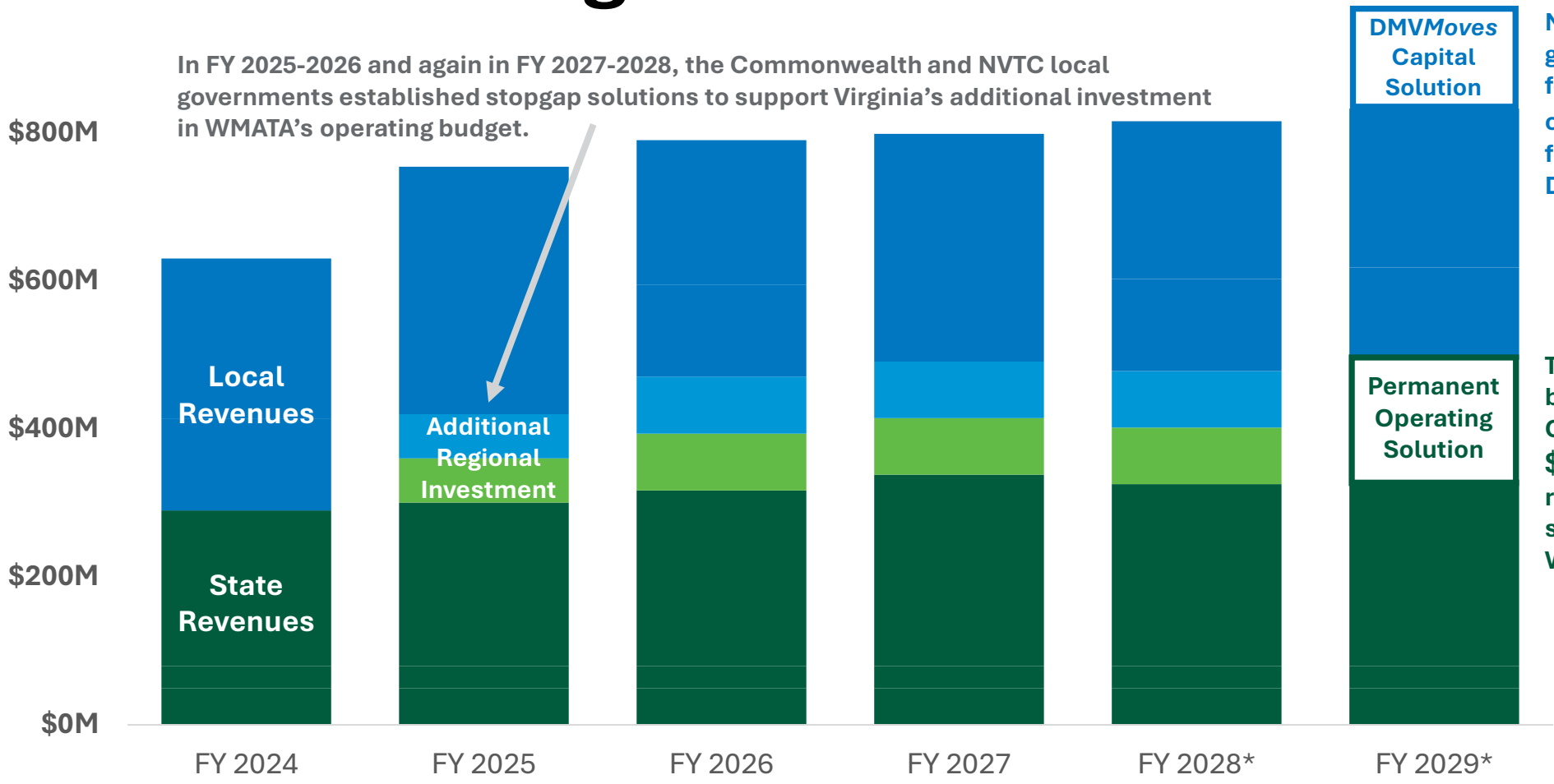
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Outstanding Legislative and Budget Issues

1. **Long term sustainable funding for NVTC jurisdictional commitments to**
   - WMATA operations (post FY 2027-2028 GF transfer)
   - VRE capital and operations (post-COVID revenue depletion and for Long Bridge opening)
   - Local Bus Systems (issue is statewide)
2. **Fiscal impact of HB547 and SB731** (relating to labor costs of private companies providing public transportation services)
   - Could increase costs for majority of transit agencies in VA
3. **NVTC jurisdictional commitment to WMATA DMV*Moves* Capital**
   - $136M/year + 3% starting in FY 2029
   - Budget provides authority for local sales tax referendum up to 1% for public transit and/or school construction

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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.

Source: Virginia Biennial Budgets, WMATA Operating Budgets

* Estimates as of September 2026

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

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.



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

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NVTC's 2026 Report on WMATA

Background & Requirements



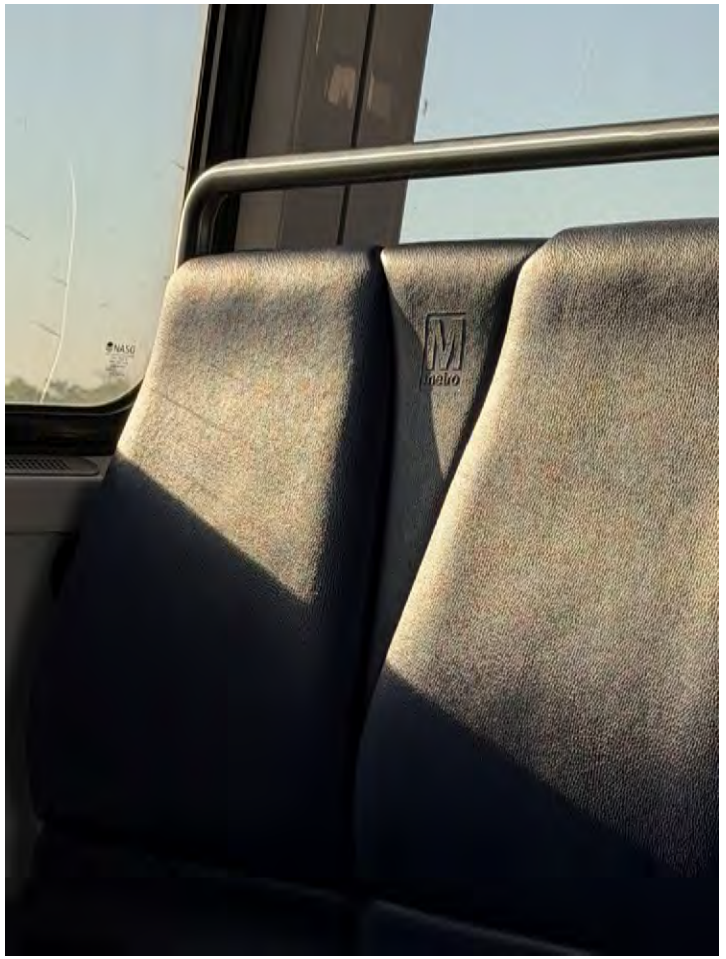
- NVTC is required each year to produce a report addressing (§ 33.2-3403):
  - Potential strategies to reduce the growth in costs and to improve the efficiency of WMATA operations
  - Use of the dedicated capital funds
  - Safety, reliability, ridership and financial performance data
- Initial briefing to WMATA Committee in April and focused presentation on overtime in June
- Continued committee input and feedback in October

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NVTC's 2026 Report on WMATA

Overview

- Introduction
- WMATA Year-in-Review
- Long-Term Funding Solution State of Play
- NVTC Recommendations
- Use of FY 2026 Dedicated Capital Funding
- Safety, Reliability, Ridership and Financial Performance Data



NORTHERN VIRGINIA TRANSPORTATION COMMISSION

NVTC's 2026 Report on WMATA

WMATA Year-in-Review



- Ridership grew 2%, marking the fifth straight year of growth
  - Metro Rail led growth with 151.3M trips, up 9%
- Safety continued to improve, with the Part I crime rate down 61% vs. FY 2023
- Customer satisfaction remained high, supported by new payment, trip-planning and wayfinding tools
- Clear challenges remain:
  - Bus ridership fell 7%, despite service improvements
  - Bus fare evasion remained high at 69%, compared with 5% on Rail
  - Traffic, operator availability, aging infrastructure and severe weather continue to test system reliability and resilience

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NVTC's 2026 Report on WMATA

Long-Term Funding Solution State of Play

- Virginia avoided an immediate operating cliff, but the additional **$153M in General Fund support only extends through FY 2028**
  - **No permanent statewide revenue source was enacted** to sustain that operating support beyond the biennium
- Beginning in FY 2029, **NVTC jurisdictions must collectively provide $136M annually for WMATA capital needs**, growing 3% each year
  - The new local-option sales tax is **only a potential tool**, subject to local referenda and competing uses
- **Maryland and D.C. have not yet enacted their shares** of the broader $460M regional capital solution
- A sustainable, long-term funding solution remains unfinished



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NVTC's 2026 Report on WMATA

Draft Recommendations

Long-Term Funding Solution

Virginia, Maryland and the District of Columbia should establish a long-term funding solution to meet their respective WMATA capital and operating obligations by FY 2029

Jurisdictional Subsidy Growth

The WMATA Board should adopt a policy that recommends the General Manager/CEO's proposed budget feature 3% growth in total jurisdictional subsidy since Virginia's revised 3% cap framework no longer legislatively limits annual subsidy growth

Labor Cost Growth

WMATA should address outstanding opportunities to control labor cost growth through collective bargaining agreement negotiations

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NVTC's 2026 Report on WMATA

Draft Recommendations (continued)

Overtime Expenses

WMATA should identify the factors driving overtime cost growth and better align budget to actual use of overtime

Fare Levels, Integration and Enforcement

WMATA should:

- Increase fares in line with inflation in FY 2028 and assess opportunities to expand eligibility for low-income fare products,
- Continue working with the region to better integrate fare policy and technology, and
- Maintain fare enforcement strategies to grow system-generated revenue

Coordinated Subsidy Audit

The WMATA Board should establish a coordinated, jurisdictional subsidy audit to ensure payments made to WMATA are in accordance with Board-approved subsidy allocation formulas

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NVTC's 2026 Report on WMATA

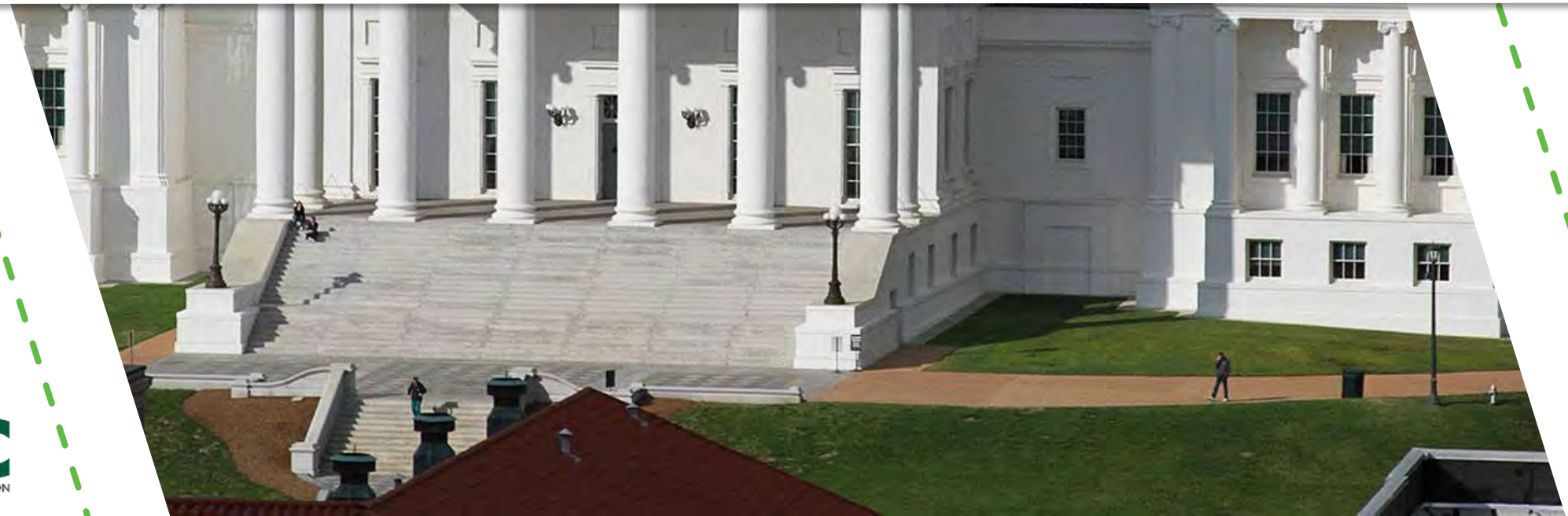
Timeline & Next Steps

April	June	October	November	December
Committee preview	Committee workshop, continued input	Committee briefing and feedback	Commission briefing	Commission approval Submission to Governor and General Assembly by December 15

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5. Draft 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
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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Overview of Proposed Changes

State:

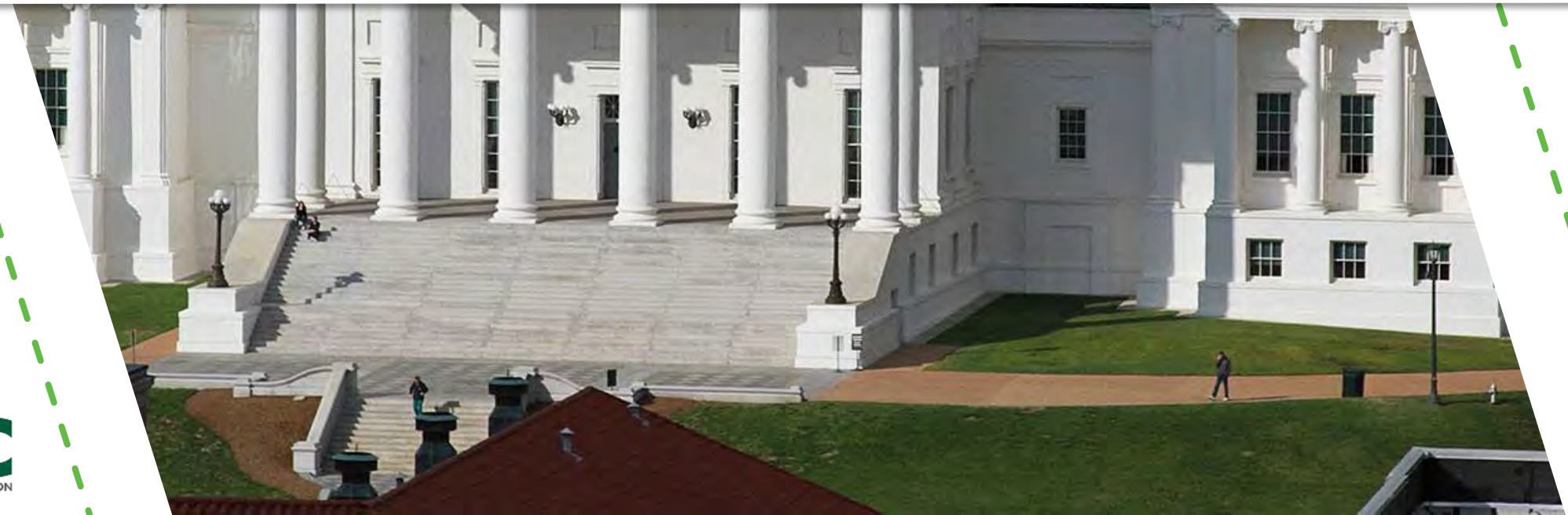
- Reaffirm need for long-term sustainable funding, with updates addressing changes that occurred in the 2026 General Assembly session
- Ensure legislatively directed transit studies reflect Northern Virginia's funding, governance and service needs
- Support policies that prioritize bus movement and support bus priority

Federal:

- Oppose reductions in or diversion of federal transit revenues
- Support timely administration of federal transit grant programs



6. 2027 General Assembly Strategy



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2027 General Assembly Strategy

What We've Heard:

- Comprehensive transit funding ask in 2028
- VRE one-time operating budget fix in 2027
- Additional education on transit and its funding need in 2027

Commissioner Priorities:

- What do you want NVTC to focus its efforts on?

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Appendix



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NVTC Priorities in Biennial Budget

WMATA Operating

- $153M GF in FY 27 for the state share (50%) of additional WMATA operating assistance over FY 27-28.
  - Not a permanent solution.

WMATA Capital

- Requires NVTC jurisdictions to collectively contribute $136M beginning in FY 29, growing 3% annually.
- Authorizes up to a 1% local option sales tax. In Planning District 8 can be used for school construction, public transportation or both, subject to referendum.
  - Continued use of the authority tied to compliance with the WMATA capital contribution requirement.
- Revenues may be used for other public transportation purposes (i.e., VRE, local bus) at local discretion.

WMATA 3% Cap / Unit-Cost Framework

- Amends the cap beginning in FY 29 to focus on WMATA rail and bus unit-cost growth.
  - Includes withholding provisions in FY 27-28 requiring WMATA to establish a new unit-cost growth calculation and reporting process.

The budget provides no additional statewide operating funding and only $19M GF in FY 27 for one-time statewide transit capital investments.

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Related Transportation Provisions in Biennial Budget

WMATA

- **DMV*Moves* Reporting:** Requires a 20-year conceptual capital plan beginning June 30, 2027, financial plans for projects over $300M and annual performance reporting.
- **Efficiency Review:** Directs DRPT to review WMATA's cost-savings and efficiency efforts; report due Oct. 15, 2026.
- **Rail Automation Withholding:** Requires withholding 35% of state assistance in FY 29 if WMATA does not approve a rail signaling and automation workforce transition plan.
  - Beginning July 1, 2028, an automation-related reduction-in-force termination of a rail or bus operator triggers withholding in the following fiscal year.

Studies

- **Regional Bus Consolidation:** Directs DRPT to evaluate consolidating DASH, Fairfax Connector, ART and CUE into a unified regional bus system; report due Dec. 15, 2026.
- **NVTC District Parking Tax:** Directs OIPI to study the feasibility and potential revenue of a tax on paid, nonresidential parking in NVTC jurisdictions; report due Nov. 15, 2026.
- **TOD:** Directs DRPT to identify transit-oriented development and funding opportunities around existing and proposed stations statewide; report due Dec. 15, 2026.

Provides up to $10M for the Huntington Garage Demolition, contingent on local/regional matching funds.

Fare Strategy & FY2028 Proposed Fare Concepts

Board of Directors Meeting
Washington Metropolitan Area Transit Authority
October 8, 2026

Fare policy is shaped by customer feedback, ridership and revenue, and Metro's leadership

July 2023:
Last Metro fare restructuring

Major fare restructuring: eliminated peak fares, aligned bus & rail base fare, and launched Metro Lift

2025 & 2026:
Metro Budget Updates

Metro budget presentations discuss fare increase and fare strategy changes expected in FY2028

December 2026:
Proposed Budget Published

General Manager publishes FY2028 GM/CEO proposed budget, including proposed FY2028 fare changes; Board adopts updated fare strategy

July 2024:
Last Metro fare increase

Fares increased by 12.5% across the board on Metro Bus, Metro Rail, and Metro Access

October 2026:
Preview of GM Proposed Budget

Preview of GM/CEO proposed budget, incorporating feedback and adjustments from Board discussion of fares

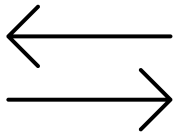
We are here

February - April 2027
Budget Adoption Process

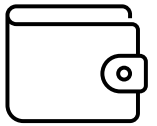
Board discussions, hearings, and adoption of FY2028 budget, includes fare changes

DMV*Moves* called for regional fare integration so customers experience transit as a seamless network

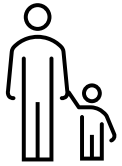
DMVMOVES
Moving our region forward, together.



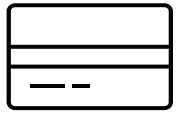
Credit for Transfers
Regardless of operator, customers should always receive full transfer credit.



Low-Income Program
Offer low-income fare discounts through the acceptance of the Metro Lift program



Youth Fares
Access to free transit for youth aged 18 and under across transit agencies in the DMV Region



Regional Unlimited Passes
Customers should be able to purchase and use unlimited passes region-wide

Metro Fares: FY2027

Free Transfers*

FY2027	Fare	Reduced Fare[1]
Rail Regular	$2.25 to $6.75	$1.10 to $3.35
Mileage charge: After first 3 miles, $0.45 per mile		
Rail Late Night[2] and Weekend	$2.25 to $2.50	$1.10 to $1.25
Regular Bus	$2.25	$1.10

Express Bus Fare	$4.80 ($2.40 Reduced)
Metro Access Fare	$4.50 per trip (twice the base fare)[3]
Abilities-Ride Fee	$3.00 per trip
Parking Rates	$3.00 to $5.20[4]



* Transfer credit is equivalent to the base rail/regular bus fare
[1] 50% discount for senior, disabled, and Metro Lift customers
[2] Late night fares apply after 9:30pm
[3] Metro Access trips based on equivalent regional operator routes may result in lower fares
[4] Rates include jurisdictional surcharges

Fare collection matters to Metro, our customers, and our jurisdictional partners

Fares pay for service.

Funding Source, FY2027
$ Millions

Transit Mode	Fare Revenue	Jurisdictional Subsidy
Metro Bus	$62.5	$823.1
Metro Rail	$465.1	$929.5
Metro Access	$9.5	$187.4
Total	$537.0	$1,940.0

Without fare revenue, jurisdictional subsidy would be 25 to 30 percent higher, or Metro would run substantially less service.

Fare Strategy

Issues for consideration in strategy development

How should Metro position the Smart Trip and Tap. Ride. Go. **fare collection platforms**?

How can the region increase **bus fare payment compliance**?

When should Metro **stop accepting cash**?

How can the region integrate fare payment with **regional rail and commuter buses** and other transport operators (bikes, tolls, parking)?

Should Metro introduce **fare-capping** and if so, what type?

How can Metro encourage more **employers to subsidize trips**?

How can Metro develop **partnerships and joint ticketing** for events?

Metro Fare Strategy Framework

Modern Payment System

- **Continue modernization to a modular fare system** to support regionalization, with capabilities for concession fares, third-party integration (e.g., special event tickets), and digital-first fare media

- **Develop and implement fare inspection systemwide by eliminating bus cash payments**, enabling more effective and efficient fare enforcement, especially on ungated bus system, and realize operational efficiencies in cash collection

One Regional Fare System

- **Integrate fare policy across modes and operators** with customers experiencing transit as one system – integrated transfers, passes, and discount programs, including seamless youth travel

- **Metro provides regional fare payment technology and infrastructure**, maximizing efficiency and integration (e.g., provide fare targets/ fare gates and processing for MARC, VRE, Purple Line, and systems for regional bus operators)

Employer-Paid Transit

- **Work with employers to expand the number of people receiving paid workplace transit benefits,** currently uncommon for non-federal employees; leverages the opportunity for employers to offer tax-free unlimited transit to employees with development of new unlimited employer pass offering and pricing model; benefitting ridership, revenue stability, and transaction efficiency

FY2028 Fare Concepts Preview

FY2028 Fare Concepts Preview

Inflation-Based Increase

+**11.1%** Increase

Revenue: **+$40 to $45 million***
Trips: **-8 million***

$2.50 - $7.50

from $2.25 - $6.75

Applies to all fares, passes, U-Pass,
Metro Access fare cap, and Abilities Ride fee

+

Utilization-Based Parking Pricing Structure

For **park-and-ride** customers:

Revenue: **+$0 million**
Trips: **+1.1 million**

$3 at 23 low-usage lots
$5 at 14 medium-usage lots
$7 at 3 high-usage lots

Youth Fare Program

Offer **free-to-youth fares** for all children ages 5-18 on Metro Rail and Metro Bus

Children must be residents of District of Columbia, Maryland, or Virginia

Net Cost: **$7 million**
Trips: **+0.9 million**

* Estimated revenue and ridership change from fare increase varies depending on baseline revenue forecast. Baseline may be refined prior to publication of GM/CEO proposed budget.

Universal youth access to transit is a regional investment

What universal access could mean for youth:

Expands access to the region
Allows youth to more easily access school, after-school activities, and community centers in the region

Builds sense of autonomy and independence
Access to safe and reliable transit has been shown to increase a sense of autonomy among young people

What it could mean for the region over time:

Eases costs for families
Lowers the total household travel costs, positioning transit as a practical alternative to driving

Build next generation of transit users
Allows accompanied access to transit at an early age, building comfort and normalizing for adulthood

Peer agencies already provide free & universal access to children:

Free with no limitations:

LA Metro (Los Angeles)

Sound Transit (Seattle)

MBTA (Boston)

MTS (San Diego)

Free with some limitations:

MTA (New York)

SEPTA (Philadelphia)

In FY2028, Metro can offer free-to-youth fares for all children ages 5 through 18 in the region

Offer **free-to-youth fares** for all children ages 5-18 on Metro Rail and Metro Bus

Children must be residents of District of Columbia, Maryland, or Virginia

Net Cost: +**$7 million**
Trips: **+0.9 million**

Metro can fund the youth fare program by **restructuring existing K-12 funding agreements and new benefits** into the jurisdictional subsidy.

Net change in total investment:

- Virginia: +$3.5 million total investment
- Maryland: +$3.5 million total investment
- District of Columbia: no significant change
  District currently offers and pays for Metro Bus and Metro Rail for most youth aged 5-18 through existing Kids Ride Free program

To meet DMV*Moves* goals, Metro must **universally** implement youth fare program

Actual totals may vary based on number of participating children.
Children 0-4 y.o. already ride Metro for free.

FY2028 Additional Fare Concepts

Additional Ridership-Increasing Concepts

Customer-friendly fare concepts

Metro Lift Eligibility Expansion
Add Medicaid, TANF, and WIC enrollment.
Current program is SNAP-only.

- $0.3 million
+ 1.9 million trips

Weekend Fares on 11 Federal Holidays
Offer weekend fares during 11 federal holidays.
Compare to current weekday fares during federal holidays.

- $1.0 million
+ 70,000 trips

Flat Fares on Weekends and Late Nights
$2.50 flat fare on weekends & after 9:30pm on weekdays. *Compare to proposed $2.50-$2.80 range.*

- $3.4 million
+ 0.6 million trips

Additional Revenue-Increasing Concepts

paired with improvements to late-night and weekend service

Remove weekday late-night discount
$2.50 - $7.50 fare range during all weekday hours.
Compare to proposed $2.50-$2.80 range after 9:30pm.

+ $1.6 million
- 0.2 million trips

or

$3.75 cap on weekends and late nights
$2.50-$3.75 fare range on weekends & after 9:30pm on weekdays. *Compare to proposed $2.50-$2.80 range.*

+ $7.0 million
- 1.3 million trips

Fare Enforcement and Awareness

Metro remains committed to reducing fare evasion on Metro Bus and Metro Rail

Metro has improved approach from multiple angles

Increased fare enforcement
Targeted, data-driven Bus fare enforcement (2024-2025) and increased high-profile Bus evasion sweeps (ongoing)

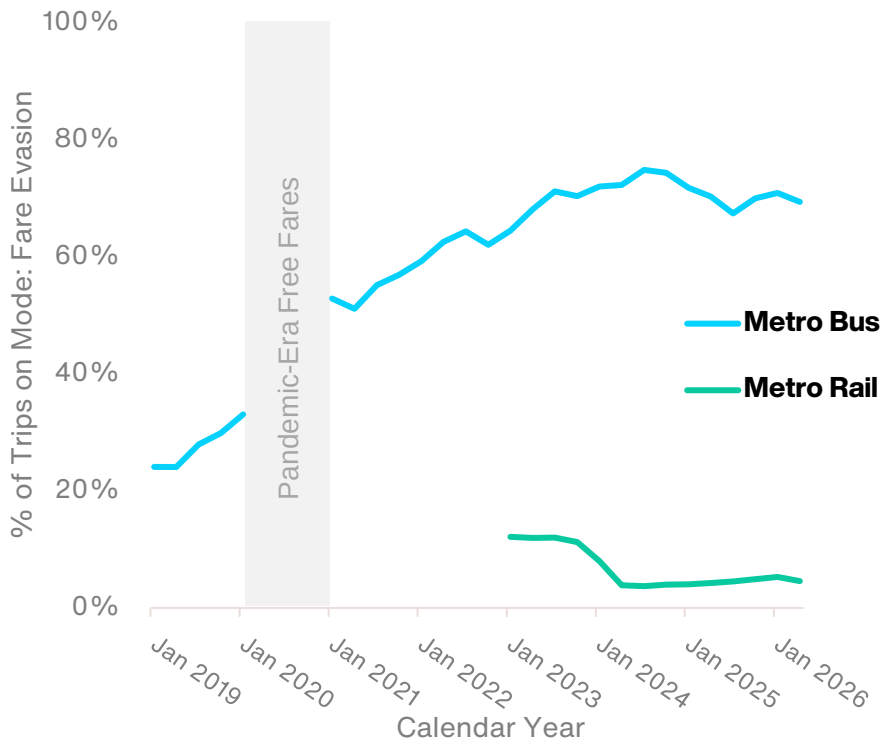
Increased Penalties in District of Columbia
Worked with District of Columbia to pass Secure DC Act (2024), failure to provide real name and address is a crime

Improved Faregates and Readers
Installed taller, reinforced faregates at all stations (2023-2024), upgraded Bus readers (2024), and improved reliability (ongoing)

Improved Payment Options
Launched Metro Lift low-income program (Summer 2023), launched Tap. Ride. Go. (2025)

Awareness Campaigns
“Pay the Fare” (Fall 2022) & “Fares Pay for Service” (ongoing, began May 2026)

Metro Rail and Metro Bus Fare Evasion
January 2019 to Present



Note: 2023 installation of new faregates allows for real-time monitoring of fare evasion on Rail

Fare enforcement involves both Metro and jurisdictions

Metro controls

Enforcement

Metro Transit Police issue criminal summons (VA, MD) or civil citations (DC) to individuals for fare evasion.

Metro Transit Police issued citations worth approximately $600,000 in fines during the period from January 1 through July 1, 2026.

Citation/Summons: 11,000
January 1 – July 1, 2026

Jurisdictions control

Payments & Court Appearances

VA: Offender must appear in court; penalty is assessed for failure to appear.

MD: Offender may prepay citations in Montgomery County. Court date will be assigned if payment is not received. Offender must appear in court in Prince Georges County.

DC: Offender may pay penalty or request an administrative hearing.

Payments & Court Appearances: 1,853
January 1 – July 1, 2026

Jurisdictions receive funds

Collection

VA: Clerk of the Court receives payment

MD: Clerk of the Court receives payment

DC: DC Treasury receives payment

Collections: $96,470
January 1 – July 1, 2026

Industry best practices for effective fare enforcement

Escalation of penalties for repeat offenders

Peers have ladder of escalating penalties for repeat offenders to **establish sufficient deterrence.**

Example: MTA (New York)

Fines escalate based on the number of repeat offenses: a warning on a first offense, $100 on a second, and $150 and/or a criminal summons on a third offense or above.

Fare inspections

Enforcement by non-sworn officers to verify customer payment to allow sworn officers to spend **more time on other duties.**

Example: TTC (Toronto)

TTC uses Provincial Offenses Officers and Customer Service Agents to conduct fare inspections system-wide, allowing Toronto Police Department officers to investigate and deter more serious crimes on the network.

Efficient enforcement & appeals process

Offering a transit-specific appeals process allows for **faster resolutions and collections**.

Example: TfL (London)

TfL contracts with an independent appeals body to handle first-level appeals for fare citations. Further appeals go before a specialized magistrate judge. Citations can also be easily paid online.

Incorporating these features into our approach would require us to pursue one or more of the following changes...

Ban persons engaged in fare evasion

Opportunity:
- Deter repeat offenders
- Increase fare compliance
- Ban persons engaging in fare evasion for repeat offenders

Challenges:
- Requires looking out for more banned individuals
- May require increased staffing to enforce bans
- Potential arrest for trespass for violating ban

Authorize individuals other than MTPD officers to issue citations

Opportunity:
- Enable MTPD to focus resources on safety and security of the Metro system
- Reduces cost of fare evasion enforcement
- Amend legislation in DC, MD, and VA to authorize individuals other than MTPD Officers to issue fare evasion citations

Challenges:
- Increases staffing
- Generates additional citations, without addressing adjudication by jurisdictions
- No commensurate recovery of funding to WMATA as payment of fines go to the jurisdictions

WMATA Administrative Citations

Opportunity:
- WMATA will have more control over managing fare enforcement
- Set high fine to deter fare evasion; fine escalates to deter repeat offenders
- Follow through on collecting payment
- Payment to WMATA; recover some lost revenue

Challenges:
- Cost of administration
- High administrative burden to create stand-alone citation/adjudication process
- Anticipate increased staffing to cover administration
- Add banning as consequence for delinquent non-payment
- Long lead time to implement

Next Steps for WMATA and the Region

Work collaboratively and regionally towards better fare compliance:

1. Align fines for fare evasion
2. Enable civilians, special police, or a new classification to issue fare evasion citations
3. Consistently follow through on collecting fines
4. Consistently adjudicate offenders for non-payment
5. Amend legislation to impose consequences for non-payment (*e.g.,* hold on renewal of driver's license, liens etc.)

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 the 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 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 over the long term 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 for transit funding and service decisions.
- Reduce duplicative in-person public meeting requirements as expanded virtual public meeting options provide increased access.

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.