



RESOLUTION #2571

SUBJECT: NVTC Principles in Response to DMVMoves Funding Concepts

WHEREAS: In May 2024, the Washington Metropolitan Area Transit Authority (WMATA), in partnership with the Metropolitan Washington Council of Governments (MWCOCG), launched DMVMoves, an initiative that seeks to develop a long-term vision for world-class transit in the Greater Washington region, identify the scale of the financial need for WMATA and other transit agencies, and offer sustainable funding concepts for the region;

WHEREAS: Through Resolution #2552 approved January 16, 2025, NVTC articulated its guiding principles on future transit funding for WMATA, local bus systems, and VRE in addition to cost containment strategies and operational efficiencies;

WHEREAS: At its May 2025 meeting, the DMVMoves Task Force reviewed and discussed a Proposed WMATA Funding Concept that included \$500-600 million per year regional capital funding need, indexed at 3% per year beginning in FY 2028, to maintain existing service, adequately manage WMATA's state of good repair backlog, advance rail automation and advanced signaling in the Metrorail system, and establish a regional bus priority fund of \$50-100 million per year to speed project delivery and improve travel times, reliability and safety across the region;

WHEREAS: Taken together, WMATA asserts that the Proposed DMVMoves WMATA Funding Concept would enable WMATA to continue to provide safe, frequent and reliable rail and bus service across the region and generate significant operating budget savings through long-term capital investments in a modernized, automated rail system, including meeting the system capacity needs first identified in the Blue/Orange/Silver Capacity Study;

WHEREAS: At its May 2025 meeting, the DMVMoves Task Force preferred a WMATA funding approach in which the regional partners commit to generating sufficient revenue to cover their proportional share of the WMATA capital funding need (identified as Option A) over a regional sales tax with a proportional share of jurisdictional revenues sent to WMATA (identified as Option B);

WHEREAS: NVTC and the Commonwealth of Virginia recognize that the Proposed DMVMoves WMATA Funding Concept does not address an operational funding gap starting in FY 2027 in Virginia of at least \$153 million per year due to the rebaselining of the WMATA operating budget;

WHEREAS: In Virginia, the General Assembly established a Joint Subcommittee, through Senate Joint Resolution 28 (SJ28), explicitly to study at least 15 sources of

revenue that could be used for long-term, sustainable, dedicated operating and capital funding to meet the growing needs of public transit agencies in Northern Virginia, including WMATA, Virginia Railway Express (VRE) commuter rail service, and local, regional and commuter bus operators serving the region, among other tasks;

WHEREAS: At its May 2025 meeting, the DMVMoves Task Force was supportive of enhanced regional coordination on a bus priority plan but disagreed whether a regional fund was necessary to achieve the region's bus priority goals;

WHEREAS: The Virginia General Assembly and the Commonwealth Transportation Board have established existing capital funding programs, many using locally generated revenues, that can be and are used to fund bus priority projects in the NVTC District;

WHEREAS: Apart from the Proposed DMVMoves WMATA Funding Concept and Bus Priority Fund discussions, NVTC and its member jurisdictions are actively participating in DMVMoves Working Groups to develop action plans to enhance customer experience region-wide and delivery cost efficiencies for transit agencies that will be refined and detailed over the coming months and cost shares to support these investments will be identified for Northern Virginia, the State of Maryland and the District of Columbia;

WHEREAS: Since 1976, local jurisdictions within the NVTC District have initiated and operated bus service that complements Metrorail and Metrobus operations while meeting the unique needs and policy priorities of their communities;

WHEREAS: NVTC, WMATA, the Commonwealth and Northern Virginia's local bus systems have demonstrated decades of success in coordination efforts, such as scheduling service to maximize efficient transfers, aligning fare policies, conducting joint procurements, coordinating emergency response, and sharing maintenance and other facilities;

WHEREAS: Accessible bus stops with appropriate amenities are a critical piece of transit infrastructure that are owned and maintained by transit agencies, local jurisdictions and roadway owners; and

WHEREAS: Unlike WMATA, local bus systems in the NVTC District are not the recipients of federal public transit formula funding and as such, are not subject to the same requirements as WMATA that affect procurements, constructions standards, and other regulatory elements.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby supports the principles and direction of DMVMoves WMATA funding concepts that will:

1. Ensure the existing WMATA system is safe, reliable, efficient and effective while retaining and investing in a highly skilled transit workforce;
2. Reduce and manage the backlog of improvements that ensure Metrorail, Metrobus and MetroAccess assets are in a state of good repair;
3. Drive significant operating cost savings through capital investments in the Metrorail system, including automation and advanced signaling, providing long-term structural efficiencies to WMATA's operating cost profile while maximizing system safety;
4. Provide the necessary capital and operational improvements to the Metrorail system to enable future discussions of Metrorail expansion;
5. Ensure that WMATA's structural funding issues are resolved; and
6. Allow Virginia, Maryland and the District of Columbia to identify the appropriate sources to generate sufficient revenue to cover its proportional share of the WMATA funding solution.

BE IT FURTHER RESOLVED that NVTC hereby supports the principles and direction of the SJ 28 Joint Subcommittee in exploring funding concepts to address an operating funding gap in Virginia starting in FY 2027 of at least \$153 million per year due to the rebaselining of the WMATA operating budget;

BE IT FURTHER RESOLVED that NVTC hereby supports the principles and direction of DMVMoves regional bus priority concepts that will:

1. Deliver fast, frequent, reliable, efficient and safe Metrobus, local bus and commuter bus service;
2. Coordinate and provide the necessary investments in bus priority infrastructure to make Metrobus, local bus and commuter bus service more cost-effective;
3. Encourage funding partners to provide resources for transit agencies, local jurisdictions and roadway owners to improve the infrastructure and accessibility of bus stops;
4. Ensure access of all bus providers, including Virginia local buses and Virginia commuter buses, to bus priority infrastructure improvements both inside and outside of Virginia;
5. Encourage planning, coordination and implementation of bus priority infrastructure throughout the District of Columbia, Maryland and Northern Virginia, while maintaining funding for projects at the jurisdictional level; and
6. Consider Virginia's existing state, regional and local transportation and transit funding sources for Virginia bus priority projects.

BE IT FURTHER RESOLVED that NVTC hereby supports prioritizing discussion of several customer service improvements that have been identified by DMVMoves working groups that includes aligning bus stop identification systems, implementing universal fare transfer credits, and promoting multimodal fare passes.

BE IT FURTHER RESOLVED that NVTC hereby supports opportunities to continue regional discussions on coordination and integration that provide for a more seamless customer experience across the region's transit agencies through DMVMoves provided that they:

1. Respect local control and policy making for local transit systems;
2. Recognize that the diversity of needs and governance in the region means that there are no one-size-fits-all solutions to bus operations;
3. Ensure that any joint procurements and other joint efforts led by WMATA reflect local needs, provide purchasing power and access for smaller agencies, are negotiated in a way that does not harm local providers, and yield cost-effective solutions to those jurisdictions that participate; and
4. Respect that the majority of NVTC jurisdictional bus systems do not receive federal formula funding and may not need to meet the same regulatory or programmatic requirements as WMATA.

Approved this 17th day of July, 2025.



David F. Snyder
Chair



Matthew F. Letourneau
Secretary-Treasurer