



# DMV *Moves* and SJ28

## CTB Briefing

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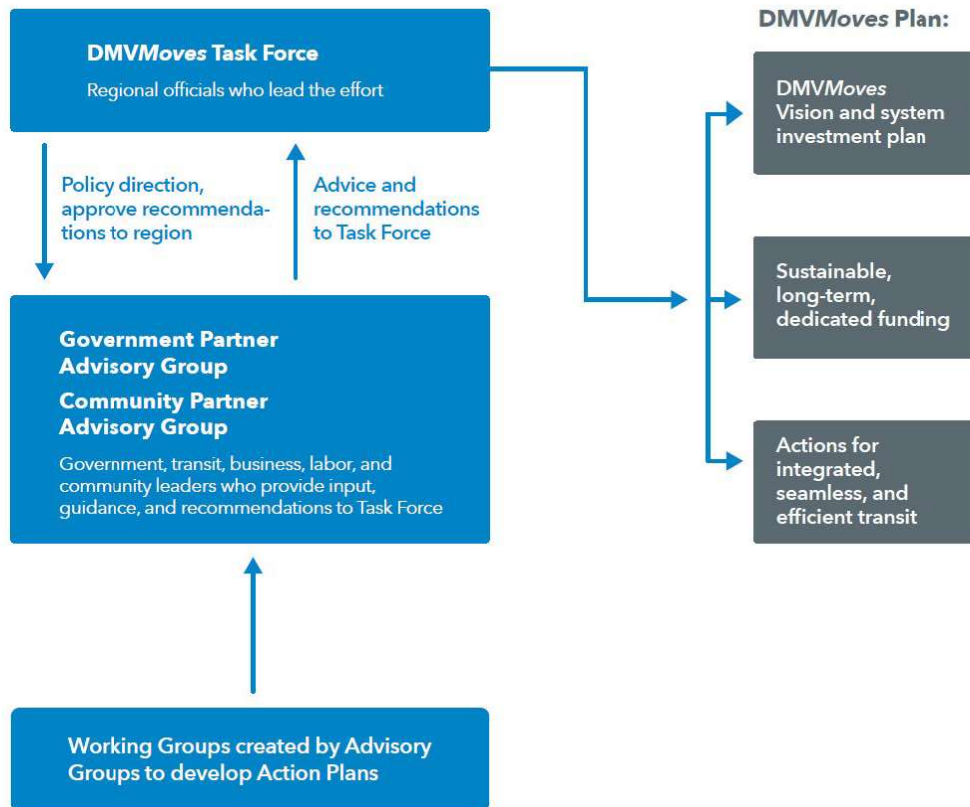


# DMVMoves – Vision

*“Transit is the backbone of an integrated, world-class mobility network that makes the National Capital Region a thriving global economy, a preferred home, and a leader in innovation, environmental sustainability, and social equality.”*



# DMVMoves – Unprecedented Regional Collaboration



# DMVMoves – A Complex Context

- Transit in the DMV is Unique and Complex
  - 3 States
  - 24 local governments
  - 1 Regional Metrorail and Metrobus system
  - 12 Local Bus Systems
  - 3 Commuter Bus Systems
  - 2 Commuter Railroads
  - 1 Light Rail Line (under construction)
  - Multiple planning and funding organizations
- Each Transit Provider Has Its Own:
  - Administration
  - Service Levels and Standards
  - Fare Policy and Payment
  - Fleet and Vehicle Design
  - Bus Stop Standards
  - Branding, Signs and Customer Info
  - Facilities
  - Hiring and Training
  - Procurement
  - Funding Streams

# DMVMoves – The Virginia Context

- Northern Virginia Transit Agencies

- WMATA (Metrorail, Metrobus, and MetroAccess)
- DASH (Alexandria)
- ART (Arlington)
- CUE (City of Fairfax)
- Fairfax Connector (Fairfax County)
- Loudoun County Transit
- Virginia Railway Express
- OmniRide

- Transit Funding

- Virginia Department of Rail and Public Transportation (DRPT)
- Northern Virginia Transportation Commission (NVTC) and Potomac and Rappahannock Transportation Commission (PRTC)
- Federal funds
- Local cities and counties

- Governance

- VRE – co-owned by NVTC and PRTC
- WMATA – VA has two seats (Commonwealth, NVTC)

# DMVMoves – An Urgent Challenge

- Capital
  - Maximized use of 2018 dedicated capital funding to rebuild system – physical infrastructure and operational reliability
  - By FY28/29 timeframe, dedicated capital funding will go to covering debt service (less small annual amount of Pay-Go funding from VA)
  - VA, MD, and DC have existing commitments for capital funding; MD has advanced legislation to provide additional capital to meet DMVMoves capital funding levels.
- Operating
  - Only major transit system without dedicated funding.
  - Projected deficits still exist even with significant cost-saving efforts by WMATA.
  - Approximately 70% of operating budget is personnel and associated CBAs (in line with industry peers).
  - VA has existing commitments and funding streams to support WMATA operations; matched by local funds from NVTC district cities and counties.

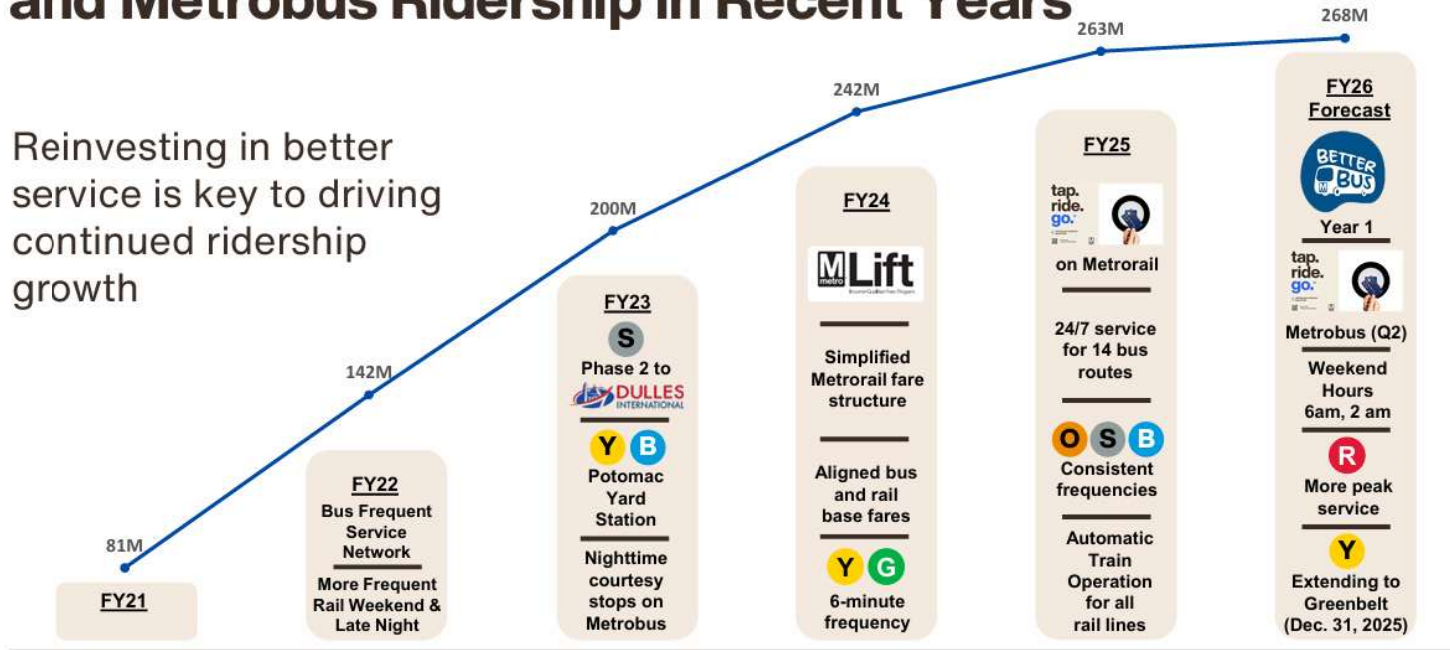
# DMVMoves – Key Action Areas

- Reinvesting in and Modernizing Metro
  - Long-term, sustainable dedicated funding for Metro (and other transit providers in NoVA)
- Accountability at Metro
  - Actions to enable accountability and transparency
- Regional Bus Priority Network
  - Provide frequent, reliable service on key corridors
- Policies to Advance a More Seamless and Integrated Transit Network
  - Improve the customer experience and identify regional efficiencies
- Transition from Commuter Rail to Regional Rail
  - Enable all-day, bi-directional service

# Reinvesting in and Modernizing Metro - Seeing Results

## Service and Fare Improvements Have Grown Metrorail and Metrobus Ridership in Recent Years

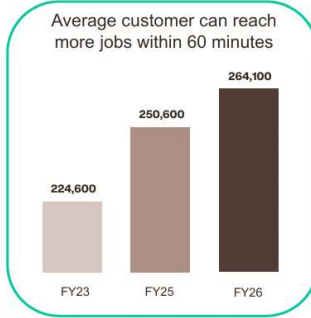
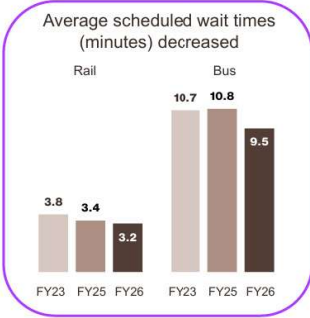
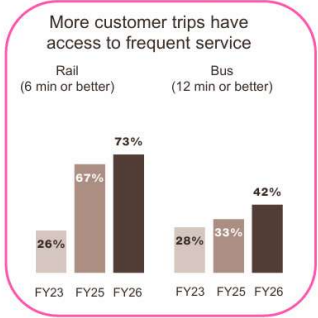
Reinvesting in better service is key to driving continued ridership growth



# Reinvesting in and Modernizing Metro - Seeing Results

## FY26 Service Plan Investments in Frequency and Faster Travel Times Increased Access

- **Bus network redesign focused on good frequencies all day**
- **Automatic train operation shortened travel times, enabled more peak service**



Jobs are used as a proxy for accessibility to multiple destinations: healthcare, retail, grocery stores, schools, etc.

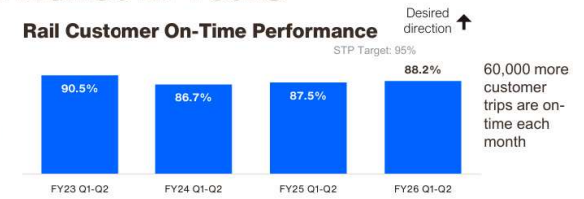
## More Efficient Scheduling Has Improved Bus and Rail Reliability to Best Performance in Years

### Automatic Train Operation improves rail on-time performance to highest level in three years

- 88.2% OTP thanks to more consistent running times and investments in more resilient schedules
- Best performance since FY23, when we ran half as much service
- Schedule changes implemented in December target further improvements

### Bus scheduling reinvestments in better running and layover times improve on-time performance to highest level in four years

- 96.1% of trips have sufficient 'cycle time' (enough time to complete a trip and start the next one on-time, including operator rest and recovery)
- 50 changes made in December

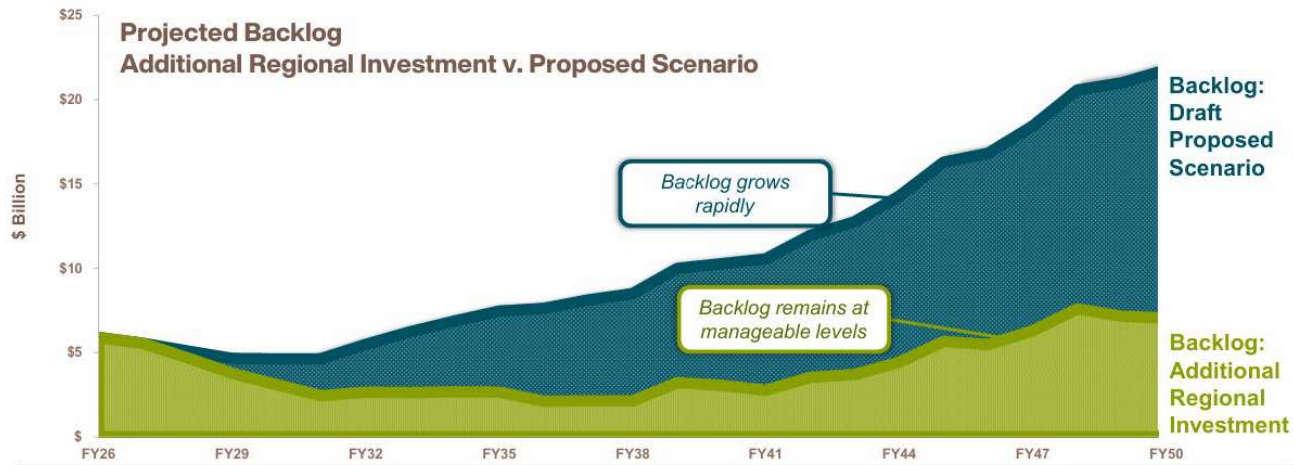


# Reinvesting in and Modernizing Metro - Capital

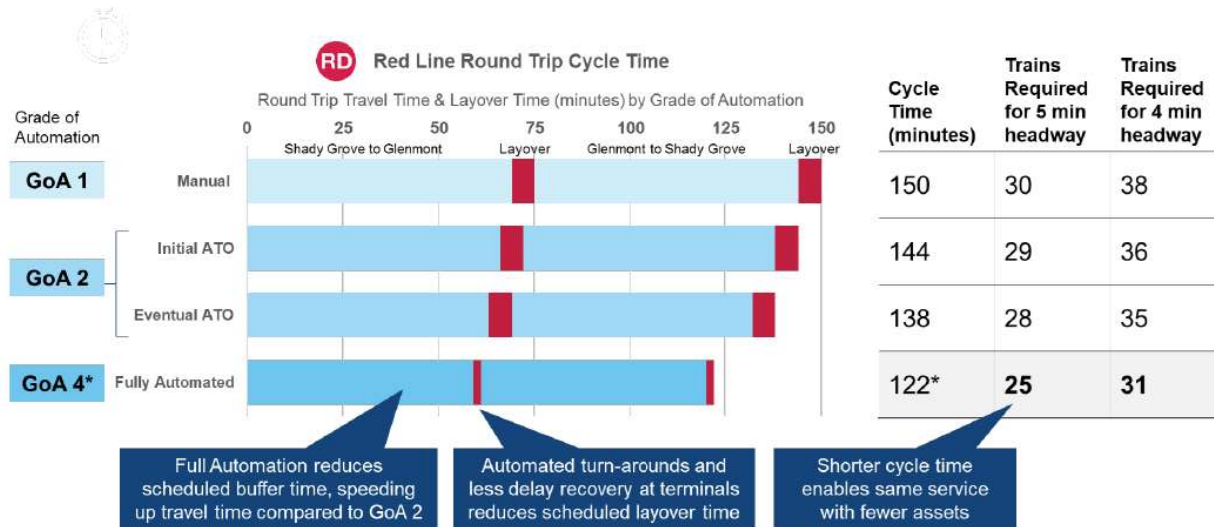
- Since 2020, buying power of the dedicated funding has decreased by 32%.

## Reinvestment Backlog Will Grow Rapidly Without Additional Funding

Without additional funding, progress will be reversed, leading to declining reliability, worsening customer experience, and, eventually, increased safety risks



# Reinvesting in and Modernizing Metro – Capital Investments that Reduce Operating Costs



\*Fully Automated cycle times are illustrative and hypothetical, based on performance of similar systems. Actual system performance will need to be determined.

**10%** estimated annual operating cost savings for same levels of service



# Reinvesting in and Modernizing Metro – Operating

- Metrorail has significant fixed costs (~80%) vs. variable costs (~20%), meaning that changing the amount of service provided does not significantly change the overall cost.
  - Fixed costs – railcars, track and signal infrastructure, electricity, etc.
  - Variable costs – train drivers, station managers, station maintenance, etc.
- Approximately 70% of operating budget is personnel and associated CBAs (in line with industry peers).



# Reinvesting in and Modernizing Metro



**\$460M before FY29\***  
**+ 3% per year**

- **Reliable and predictable**
- **Grows** at least 3% per year to keep up with inflation
- **Bondable**
- **No restrictions or encumbrances** on use and uniform requirements

Estimated jurisdictional shares of Metro investment plan (subject to legislative agreement):



**District of Columbia**  
**\$173M**



**Maryland**  
**\$152M**



**Virginia**  
**\$136M**

\* Totals may not sum due to independent rounding. Totals are based on share of capital contributions in FY2026; proportional shares are subject to change



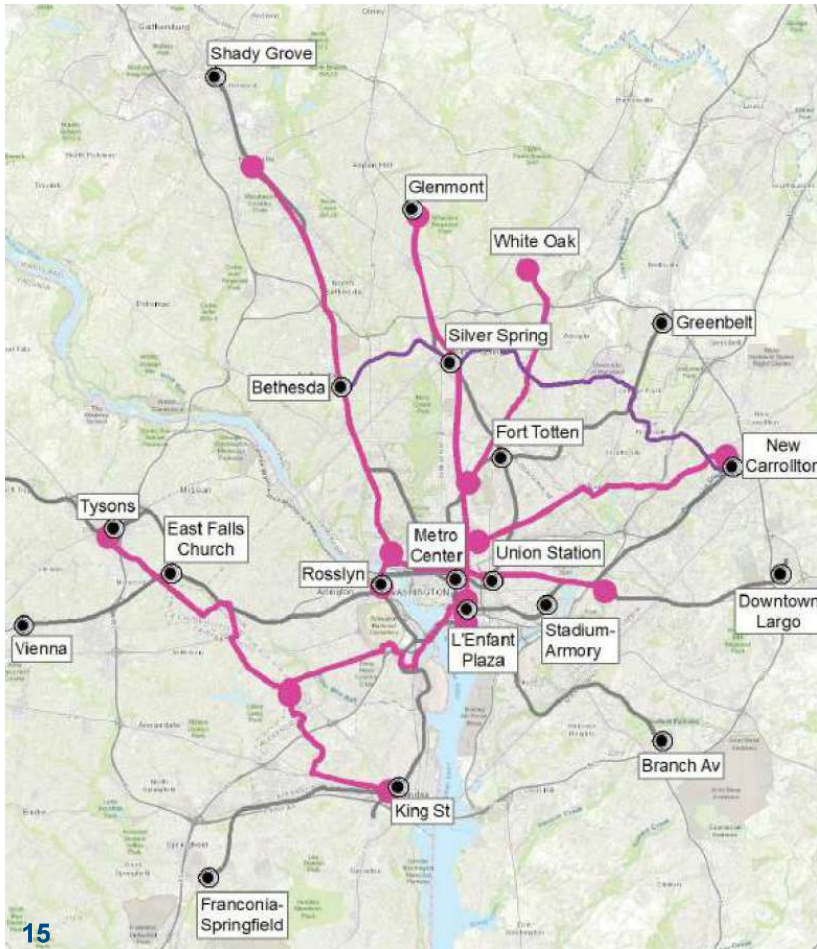
\*In advance of reaching debt capacity limit

# Accountability at Metro

- Update Metro's 3% cap to apply to unit costs rather than aggregate budget
  - Consistent with findings from SJ28
- 20-year capital plan (updated every 5 years), includes analysis of opportunities and capital investments to reduce operating costs
- Annual report to Metropolitan Washington Council of Governments/Transportation Planning Board on both system and capital program performance; focused on outcomes from funding



# Regional Bus Priority Network



## VA Routes

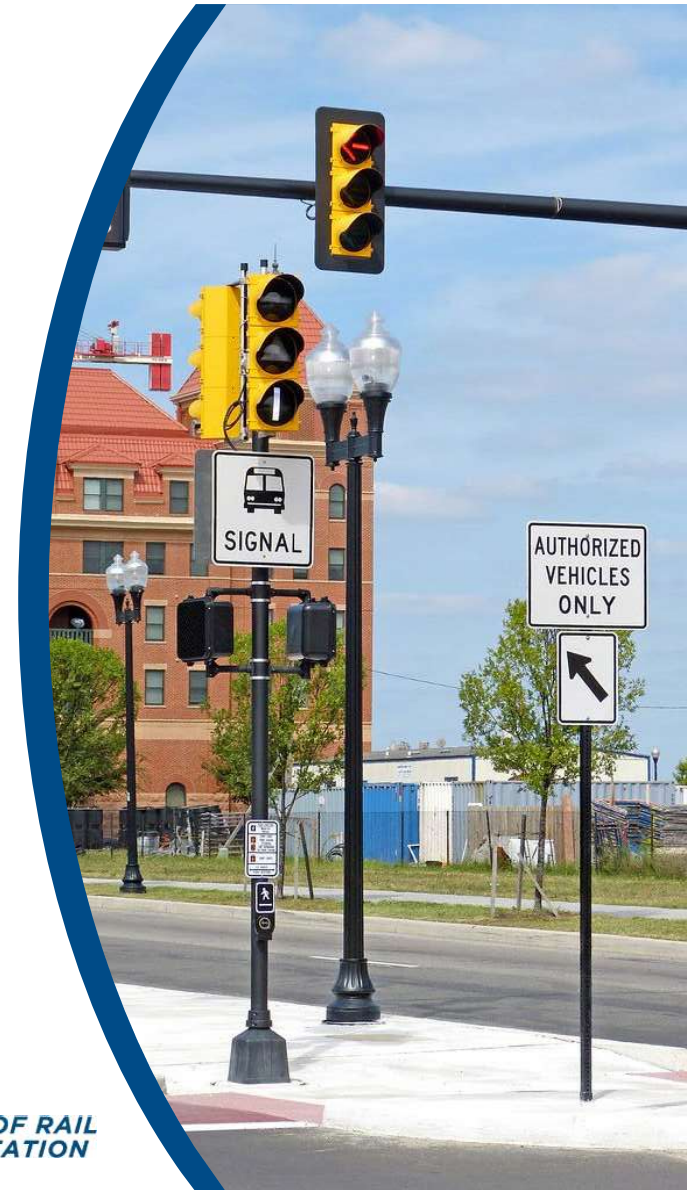
- Route 7 BRT (Tysons to Alexandria)
- Duke Street (Alexandria)
- Columbia Pike to Downtown DC



**VIRGINIA DEPARTMENT OF RAIL  
AND PUBLIC TRANSPORTATION**

# Policies to Advance a More Seamless and Integrated Transit Network

-  Implement bus priority strategies to get best value from high-frequency routes
-  Adopt shared bus service guidelines and consistent performance measures
-  Integrate and align fare policies to provide consistent customer experience
-  Improve wayfinding, customer information, and amenities at transit stops
-  Explore shared use of resources and assets and grouped procurements
-  Make training, certification, and inspection programs more consistent across the region



**VIRGINIA DEPARTMENT OF RAIL  
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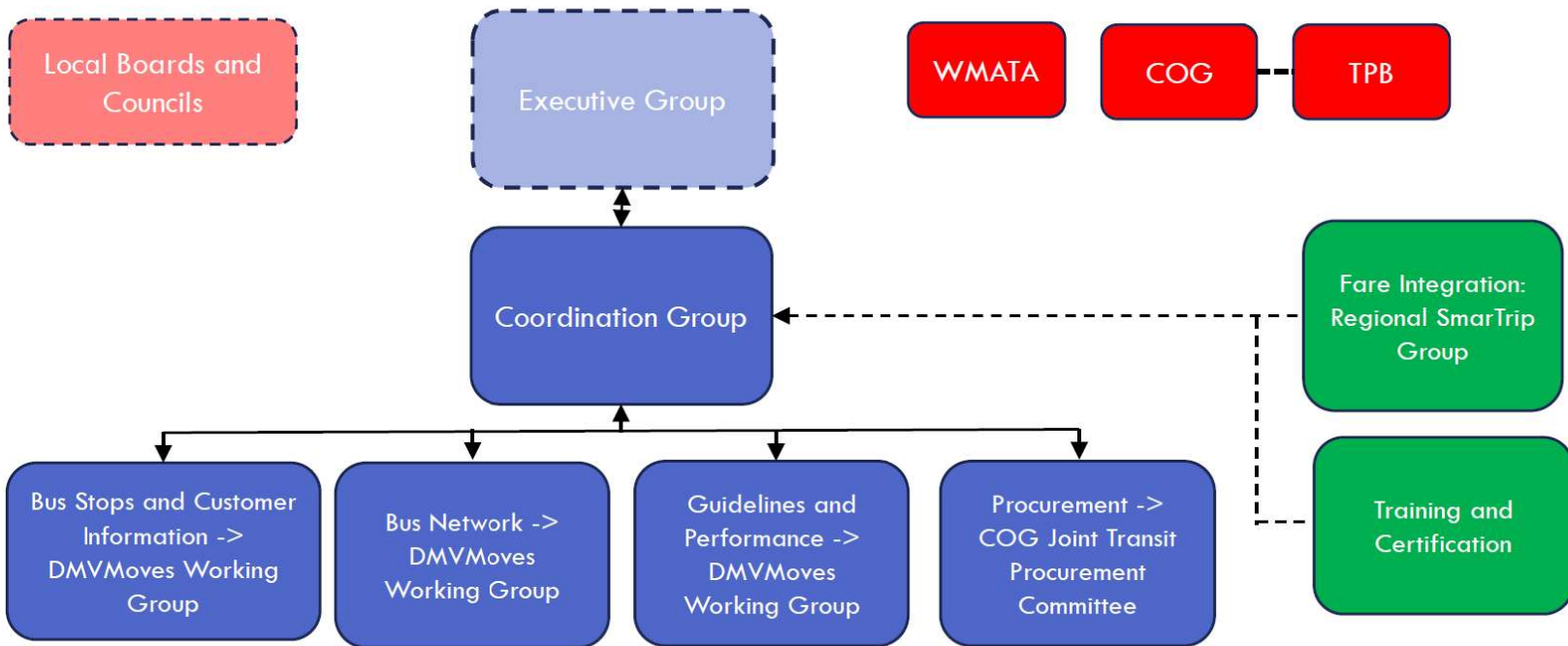
# Transition from Commuter Rail to Regional Rail

- Invest in capital projects to enable VRE transition to regional rail system that provides all-day, bi-directional service
- Provide sufficient capital and operating funding to support regional rail system development and growth



# DMVMoves – Current Activities

## DMVMoves – Organizing for Implementation



# SJ28: Northern Virginia Growing Needs of Public Transit Joint Subcommittee

# SJ28 – Background

- Sponsored by Senator Ebbin in 2024 Session
- To study **long-term, sustainable, dedicated operating and capital funding** as well as cost-containment controls and strategies for WMATA to ensure WMATA, VRE, and the public transit systems that serve NVTC and PRTC meet the growing needs of public transit in the region.
- Related to DMVMoves but focused on VA needs and funding options.

2024 SESSION [history](#) | [html](#) | [pdf](#) | [print version](#)

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**SENATE JOINT RESOLUTION NO. 28**  
AMENDMENT IN THE NATURE OF A SUBSTITUTE  
(Proposed by the House Committee on Appropriations  
on February 28, 2024)  
(Patron Piler to Substitute—Senator Ebbin)

Establishing a joint subcommittee to study long-term, sustainable, dedicated operations and capital funding as well as cost-containment controls and strategies to ensure the Washington Metropolitan Area Transit Authority, the Virginia Railway Express, and the public transit systems that serve the Northern Virginia Transportation Commission and Potomac and Rappahannock Transportation Commission transportation districts meet the growing needs of public transit in the region. Report.

WHEREAS, Northern Virginia is served by a network of public transit providers that move more than 1.5 million people each week; and

WHEREAS, the Northern Virginia Transportation Commission (NVTC) found that Northern Virginia's transit network generates \$1.5 billion in income and sales tax that goes to the Commonwealth's general fund each year; and

WHEREAS, the Washington Metropolitan Area Transit Authority (WMATA) is the backbone of Northern Virginia's transit system and plays a critical role in the Commonwealth's transportation network and economic growth; and

WHEREAS, the Virginia Railway Express (VRE) provides important commuter rail services that provide access from communities along Interstate 66 and Interstate 95 to the center of the District of Columbia, providing capacity to eliminate at least one highway lane from Interstate 95; and

WHEREAS, the Commonwealth's multibillion dollar investment in Transforming Rail in Virginia enables VRE's and Amtrak Virginia's long-term growth and success; and

WHEREAS, the Northern Virginia Transportation Commission (NVTC) and Potomac and Rappahannock Transportation Commission (PRTC) play important funding, coordination, and governance roles for transit agencies operating within their districts; and

WHEREAS, the COVID-19 pandemic upended the financial operating model of all transit agencies across the United States, including those that serve Northern Virginia, through inflation and reduced ridership; and

WHEREAS, federal pandemic aid, which has supported transit systems across the region since 2020, has already been exhausted or will be exhausted in the coming years; and

# SJ28 – Three Focus Areas

- Needs
  - Defining the capital and operating needs of local transit systems in the NVTC district, OmniRide, and VRE
- Cost Containment
  - Options to modify the legislative 3% cap on WMATA's operating cost growth
  - Alternative tools to control costs at WMATA
- Funding Options
  - Menu of regional and statewide taxes and fees to provide long-term, sustainable funding for transit providers in NoVa

# Summary of NoVA Transit Funding Needs

Starting in **FY 2028**, Northern Virginia transit needs an additional

**~\$400M**/year

growing with inflation to **maintain current service levels** and **state of good repair**.

**WMATA Operating\***  
Funding Need

**\$153M**

beginning in FY 2027

In FY 2025, the General Assembly + NVTC localities provided **two-year fix** for WMATA operating gap. MD and DC fix was permanent.

**WMATA Capital**  
Funding Need

**\$136-150M**

beginning in FY 2028

As identified by DMVMoves  
Growing 3% each year

**Virginia Railway Express**  
Funding Need

**~\$35M**

beginning in FY 2028

After Long Bridge completion,  
an additional **\$40M** is needed

**NVTC Local Bus**  
Funding Need

**~\$35M**

beginning in  
FY 2028

**OmniRide** Funding Need

**~\$22M**

beginning in  
FY 2028

All sources grow **annually** with inflation

\*VA needs additional WMATA operating funding beginning in FY 2027

# Cost Containment - WMATA



## WMATA Cost Containment

Require WMATA to report on accountability and transparency measures.

*Recommendation is written to support the DMVMoves accountability and transparency measures.*



## 3% Cap Reform

Reform Virginia's legislative 3% operating assistance growth cap to encourage WMATA to continue cost containment efforts.

*Recommendation is written to support the DMVMoves proposal of a per unit cost cap.*



## Service Delivery

Evaluate cost of service delivery for Metrobus and local bus providers.



## VRE and Local Bus Cost Containment

- Identify accountability metrics and evaluate operating cost efficiencies for VRE and/or local bus systems.
- Evaluate necessary improvements to operate bidirectional commuter rail between Northern Virginia and Maryland.