



Joint Subcommittee to Study the Growing Needs of Public Transit in Northern Virginia

June 23, 2025, at 2:00 p.m.

Northern Virginia Transportation Commission
2300 Wilson Boulevard, Arlington

<https://studies.virginiageneralassembly.gov/studies/721>

The Joint Subcommittee to Study the Growing Needs of Public Transit in Northern Virginia (the Joint Subcommittee) met in Arlington with Senator Adam P. Ebbin, chair, presiding.¹ The meeting began with opening remarks followed by presentations and discussion. Materials presented at the meeting are accessible through the [Joint Subcommittee's meetings webpage](#).

Report from the DMVMoves Task Force Co-Chair

Paul Smedberg, Co-Chair, DMVMoves Task Force

Nick Donohue, Facilitator, DMVMoves Task Force

Mr. Smedberg and Mr. Donohue provided an update on the work of the [DMVMoves Task Force](#), including an overview of the Washington Metropolitan Area Transit Authority's (WMATA's) investment concept that provides for (i) investing \$450–500 million starting in FY 2028 and an additional three percent per year to modernize the transit system; (ii) increasing rail automation and its benefit to the safety, capacity, reliability, and efficiency of the transit system; (iii) investing in updating WMATA's signal system; (iv) addressing the structural funding issues and needs of the transit system; and (v) exploring potential funding mechanisms for reinvesting in and modernizing the Metro and bus transit systems. Their update also included approximations of the jurisdictional shares for D.C., Maryland, and Virginia. Mr. Donohue clarified that Virginia's \$150 million jurisdictional share would be in addition to the Commonwealth's current investment in WMATA. He also provided an overview of next steps for the DMVMoves Task Force, including its summer and fall plans.

Mr. Smedberg mentioned that most of the Metro system's lines were approved for expanded or additional automation and noted the increased efficiency of such automation. Mr. Donohue said that this automation would require less rail cars to provide the same level of service, lowering the price for service, and noted that the signal system needs to be replaced regardless of automation.

Report from the Chair of the Technical Working Group

Andrew D'huyvetter, Director of Programs and Policy, Northern Virginia Transportation Commission (NVTC)

Mr. D'huyvetter offered a brief overview of the technical working group's latest meeting and its work with transit agencies in preparation for the September Joint Subcommittee meeting. He

¹ **Members Present:** Senator Adam P. Ebbin (chair), Delegate Mark D. Sickles (vice-chair), Senator Jennifer B. Boysko (virtual), Delegate Terry L. Austin (virtual), Delegate Karrie K. Delaney, Delegate Adele Y. McClure, Walter Alcorn, Kate Mattice, Tiffany Robinson, Paul C. Smedberg

Members Absent: Senator Scott A. Surovell

noted that additional information and memoranda are available to the Joint Subcommittee members and the public on the [*Joint Subcommittee's meetings webpage*](#).

Presentation: Revenue Estimates and Structure

Andrew D'huyvetter, Director of Programs and Policy, NVTC

Nathan Macek, Infrastructure Finance Director, HDR

Mr. D'huyvetter and Mr. Macek provided a detailed overview of the 10 revenue sources identified by the NVTC Metro Operating Funding and Reform Working Group and the additional five revenue sources selected by the Joint Subcommittee, including a description of the final destinations and transit agencies affected by the funding.

Mr. Macek discussed the current transportation revenue structure, including an overview of the Commonwealth Transportation Fund (CTF), which seven of the 15 revenue sources help fund. He also described a scenario in which revenues flow into the Commonwealth Mass Transit fund instead of the CTF and provided an overview of existing regional transit funding sources, a comparison of regional rates for such sources, and an overview of potential new transit funding sources. Mr. Macek also discussed which of the potential transit funding sources could encourage shifts in travel behavior, provided a breakdown of the impacts of potential new transit funding sources on low-income individuals, and explained which revenue sources reflect emerging trends in transportation. He also discussed how new revenues should be structured.

Public Comment and Discussion

The Joint Subcommittee members heard public comment and briefly discussed several topics, including the goals of the Joint Subcommittee and the issues it is solving for, the feasibility of investing in WMATA's funding needs, and issues impacting low-income individuals.

Next Meeting

The next meeting of the Joint Subcommittee will occur October 21st at 10:00AM on the first floor of the Washington Metro Area Transit Authority (WMATA) building, 2401 Mill Road, Alexandria.

For more information, see the [*Joint Subcommittee's website*](#) or contact the Division of Legislative Services staff:

Nikhil Edward, Staff Attorney, DLS
nedward@dls.virginia.gov
804-698-1865

Stephen Kindermann, Lead Senior Attorney, DLS
skindermann@dls.virginia.gov
804-698-1880

